RAYMOND'S VACATION EXCURSIONS

1894

NEW ORLEANS,

MEXICO

and California.

Three Grand Tours, Jan. 30, Feb. 20, and March 14.

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TWO GRAND TOURS OF 75 DAYS

— AND —

ONE OF 74 DAYS

THROUGH THE

Southern States, Mexico, and California,

WITH VISITS TO

The Principal Cities of Tennessee, Alabama, Louisiana, and Texas; an extended Round of Travel through Mexico, with halts in its chief cities and places of historic and picturesque interest, including the grand scenic points on the Mexican Railway, and the

CITY OF MEXICO,

WHERE SEVEN DAYS WILL BE PASSED;

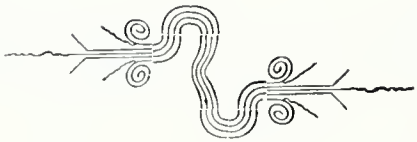
And a subsequent trip through the most delightful regions of the Pacific Coast, and homeward through Utah, Colorado, and the Cañons, Gorges, and Passes of the Rocky Mountains.

Each Journey to be made in a Magnificent Special Train of Vestibuled Pullman Palace Cars, inclusive of a Pullmar Palace Dining Car.

The Parties to leave Philadelphia January 30, February 20, and March 14, 1894.

Conductor in Charge, MR. CHARLES H. WILSON.

RAYMOND & WHITCOMB, 111 South Ninth Street (under Continental Hotel), Philadelphia.



1894.—TENTH SEASON OF MEXICO TOURS.—1894.

Two Grand Excursions of 75 Days and One of 74 Days

THROUGH THE

SOUTHERN STATES, MEXICO,

—AND—

CALIFORNIA,

Leaving Philadelphia January 30, February 20, and March 14.

FOR nine seasons past our tours through Mexico have attracted much attention from the traveling public, and have been largely patronized. These trips were organized on the most liberal scale, with a special train service throughout Mexico and facilities for sight-seeing and the study of the country, as well as for comfortable transit, such as no party of travelers had ever before enjoyed. With such adjuncts as we have been enabled to provide, the several tours have proved eminently satisfactory to the participants, who have visited not only the capital of the country, but most of the other great cities of our sister republic. Through the coöperation of Pullman's Palace Car Company we have been enabled to avail ourselves of its newest device for the comfort, convenience, and safety of railway travelers — the vestibuled train. Our plans for the coming season, embracing three distinct parties, provide not

only the same royal appointments of travel, but the most comprehensive itinerary that it has been possible to arrange. New routes and new places of interest have been recently added. A journey over the newly completed Mexican International Railway, and also a side excursion over the recently opened Guadalajara Division of the Mexican Central Railway, with a sojourn in the quaint and interesting city of Guadalajara, are included. Not only in the Mexican section of the tour, but in the California part of the trip as well, the programme of travel has been made elaborate.

A Country Rich in Interest.

That Mexico, with its wealth of antiquities and grand natural scenery, its vast resources, its romantic history running far back to a dim and shadowy past, its prehistoric ruins, and its quaint sights characteristic of a land so entirely foreign to our own — a country bordering ours, yet seemingly the very farthest from American life and customs — possesses the strongest possible attractions for the tourist and traveler, need not be urged. The writings of sober historians, no less than the alluring tales of casual visitors and chance travelers, have invested the land and its people with a strange interest. Its scenic wonders are unequaled in any other part of the globe. Vast mountains, including Orizaba, the loftiest on the North American continent, rise amid scenes of tropical beauty and luxuriance, or from a lofty table-land where perennial spring reigns; great cities are found with their ancient characteristics almost unchanged since they were built by the early Spanish conquerors; and still more ancient cities and temples, reared by prehistoric races, are seen on nearly every side. No country of the old world presents an aspect so unfamiliar and essentially strange to American eyes.

To rush through a country and pass a few brief days in its capital, hurrying through

its varied scenes, and then rushing back at railroad speed, is not the best way to see and appreciate a strange land. In planning our excursions, therefore, measures have been taken to insure something more than a cursory examination of that interesting and really fascinating country, and to provide something more than ordinary comforts. Through the coöperation of the officials of the Mexican Central Railway, and the representatives of the other railway lines in Mexico, and the good offices, also, of the officials of some of our great American lines, we are enabled to place before our patrons the programme of a tour that cannot be equaled either in extent or variety, or, indeed, in the completeness of the arrangements made for the comfort and well-being of the excursionists while *en route*. Even unfamiliarity with the Spanish tongue, the lack of which individual travelers find a serious annoyance, will prove no drawback to the enjoyment of the trip by the members of our traveling parties, since a corps of intelligent guides and interpreters will be at the service of each company, in addition to the conductors of the party. The passengers can have access to their baggage at all suitable times during the long journey through Mexico and up to the time of arriving at El Paso.

A Comprehensive Tour.

The comprehensive character of this grand tour will be readily understood. The early stage of the excursion will be through an interesting and picturesque section of the Southern States, with halts at Cincinnati, Louisville, Ky. (the third party visits Chattanooga, Tenn.), Birmingham, Ala., and New Orleans. Then will follow visits to three Texan cities — Houston, Galveston, and San Antonio. We enter Mexico over the recently completed Mexican International Railway, and return over the Mexican Central, visiting a fourth Texan city — El Paso — on regaining the northern shores of the Rio Grande The round of travel through Mexico consumes over three weeks,

and is very complete. All the chief cities upon the line of the Mexican Central Railway will be visited. Seven or eight days will be devoted to the Mexican capital, with numerous little expeditions in and around the metropolis to interesting points, and with ample time in all cases for leisure as well as sight-seeing. There will also be an extended excursion upon the Mexican Railway, or "English road," as it is also called. In the course of this trip the fine city of Puebla, picturesque Orizaba, the pyramid of Cholula, the ancient Indian town of Tlaxcala, and the *tierra caliente*, or land of the tropics, with its strange and beautiful vegetation, will be seen. All three parties — one going south and two coming north — diverge from the main line of the Mexican Central Railway in order to visit the quaint city of Guadalajara. Two days will be passed there, and on the northward journey from Irapuato, on the Mexican Central road, visits will be paid to Chihuahua and the City of Juarez, formerly Paso del Norte.

The tour through California, which is to supplement the Mexican trip, will be full and complete, the members of these parties enjoying every facility given our regular winter California excursionists. The principal places of resort in Southern and Central California are included in our programme, and ample time is afforded to visit even the remote sections of the State. The journey homeward from California will be through Utah and Colorado, with a special train service, so that the picturesque scenery of the Sierra Nevada and the wonderful cañons, gorges, and passes of the Rocky Mountains may be viewed by daylight. Stops of from half a day to two days' duration are to be made at Salt Lake City, Glenwood Springs, Manitou, Denver and Niagara Falls. The length of the complete tour from Philadelphia back to Philadelphia will be 75 days in the case of the first and second parties, and 74 days for the third.

Our Special Pullman Trains.

Special trains of vestibuled Pullman palace cars, embodying the latest improvements, and most luxurious appointments, will be brought into service for these excursions. They will be literally "hotels on wheels," with every luxury and substantial comfort provided at the best American hostelries — elegant sleeping accommodations, a Pullman palace dining car, reading room, smoking room, and even a barber's shop and bath-room. All these are practically under one roof, as the vestibuled connections of the several cars provide covered and safe passage ways in place of open platforms.

These trains, with their unusual features, will be a source of much gratification to the tourist through Mexico. Indeed, by common consent of both European and American travelers, that country can be visited satisfactorily in no other way. Everywhere in the Southwest and Mexico, except in Cincinnati or Chattanooga *en route*, and in the City of Mexico, we shall avail ourselves of the unsurpassed accommodations of our special vestibuled Pullman palace trains. In the Mexican capital, the Hotel Iturbide, once the palace of an emperor, will be our abiding-place. With very few exceptions the hotels outside the City of Mexico are poor, and the traveler who is compelled to become their guest is subjected to serious discomforts. For this reason, and in the full conviction that our patrons will demand the best accommodations available, we have arranged to retain these trains throughout the entire trip through Mexico. The dining car will be included, with a retinue of cooks, waiters, and other servants, so that not only lodgings of a better character than could be had otherwise, but also meals of the best class, will be provided. The advantage of this plan cannot be fully appreciated except by persons who have traveled through Mexico in the ordinary way. By providing Pullman dining and sleeping cars we shall be enabled to halt in unaccustomed places, regardless of limited and generally poor local accommodations.

We have deemed it far better to provide the comforts and luxuries American travelers are accustomed to, even at an expense not ordinarily involved, rather than to cheapen the tour by depending upon insufficient accommodations by the way, or, what would be equally unsatisfactory to the intelligent tourist, by leaving out some of the most interesting points for sight-seers in the whole country. While the tourist in Mexico will naturally seek to enjoy all that is new and strange in an unfamiliar land, he will be quite willing to forego the discomforts and annoyances that would surely result from a lack of sleeping-car and dining-car accommodations. With such facilities at command, it is possible to see far more of Mexico, and to see it more satisfactorily, than would be possible under other conditions.

The dining-car service will be under the direct charge and supervision of an official from the Commissary Department of Pullman's Palace Car Company. The car is complete in all its appointments. It will be stocked with the substantial elements of good living as well as with luxuries, and the *menu* will also include many fruits and delicacies peculiar to Mexico. The meal hours on the car will be as follows: Breakfast from 7.00 to 9.00 A. M.; lunch from 12 to 2 P. M.; dinner from 5 to 7 P. M. When it is desirable to change these hours on account of sight-seeing excursions, etc., the same will be done.

"Stop-Over" Privileges.

The tickets for railway passage as well as for hotel accommodations and other incidentals, after the arrival in California, are good until October, and need not be used on the dates designated in the itinerary in case the passenger desires to prolong his stay at any point, or journey elsewhere. Persons may remain in Southern California, Central California, or at any point on the homeward route at their own pleasure, their place and time of sojourn being wholly matters of their own selection. Those who

thus stop over can also have a choice of returning routes, and the tickets will be good either with our scheduled parties coming east on certain fixed dates, or on any regular train any day. For the extra time passed in California or on the homeward route, hotel coupons may be had at rates which make their use both desirable and economical, and in any desired quantity. Full details with regard to these various arrangements, for the information of such members of the Mexico excursions as desire to leave the parties in California, will be found in this book, beginning on page 121.

Suggestions for Joining a Party.

In all cases our Mexico excursions are positively limited in numbers, and it frequently occurs that parties are filled long before the dates of departure. Persons desiring to join one of them should therefore send their names to be registered at as early a date as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection. If circumstances prevent the person from going notice of the fact should be sent to us, and the name will be taken from the list, and the next applicant permitted to fill the vacancy. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger then be prevented from going, the money will be refunded. The entire train will be for our exclusive accommodation. Each passenger will be entitled to a double sleeping-berth (half a section). This provides a separate double berth, or bed, for every passenger, and four seats for every two passengers. No additional charges will be made except for extra sleeping-car accommodations. Each sleeping car contains from one to four drawing rooms, supplied with wash-bowls and running water, and most of them have a private toilet room attached.

Persons are not compelled to come to Philadelphia for the purpose of joining an excursion, but may connect with the train at any convenient point along the route. The sleeping-car berths are assigned previous to the date of starting, and those belonging to passengers who join at points on the route are invariably held for them until they are required.

Hints Regarding Clothing, etc.

Warm clothing will, of course, be a necessity at the time of leaving the East. The temperature upon the table-land of Mexico is very genial at all seasons of the year; but the warm, sunny days are always succeeded by cool nights, so that woolen clothing is comfortable and desirable. Overcoats, shawls, and convenient wraps should always be in readiness for evening wear. The custom of residents is to make no change in the thickness of inner clothing; and in this connection it may be mentioned that the climate is drier, and that consequently even thick clothing is less disagreeable than it would become under similar thermometric conditions in the eastern part of the United States, where the atmosphere is charged with a greater amount of moisture. The climate is much like that of California, except that the temperature is generally warmer. On the coast, or in the *tierra caliente*, or hot country, thin clothing is a necessity; but our sojourn in that region will be brief, and a return to the elevated plateau follows so closely upon our visit, that a radical change in thickness of apparel is not advisable. Rains are not likely to occur (the rainy season on the Mexican table-land extends from July to November), but dust may be encountered in some parts of the journey. Stout walking-shoes are a prime necessity.

It is best to avoid direct exposure to the midday sun as much as possible in Mexico, and moderation in drinking the water in most cities should also be exercised. In all Mexican cities, in fact, care in this latter particular should be used by strangers. To

retain health under changed conditions of climate and surroundings requires care in many ways, as every traveler knows. If simple remedies, such as persons would provide themselves with in traveling in their own country, are desired, it is better to procure them before starting, or north of the Rio Grande, as the cost of American medicines in Mexico is generally two or three times as great as in the United States.

The remarks regarding clothing in Mexico will apply equally well to California. Californians themselves make no change in the thickness of their clothing from one year's end to the other. The rainy season in California extends from November to April. Rubber shoes and waterproofs will, of course, suggest themselves.

Mexican Money.

The following are the values of the silver and copper coinage in common use: *Peso*, silver dollar, 100 cents; *Toston*, or *quatro reales*, silver half-dollar, 50 cents; *Peseta*, or *dos reales*, silver-quarter dollar, 25 cents; *Real*, silver, 12½ cents; *Medio*, 6¼ cents; *Quartilla* (generally of copper since the silver coinage of this piece has been stopped)' about 3 cents (32 in a *peso*, or dollar); *Octavo*, or *tlaco*, copper, about 1½ cents (64 in a dollar); *centavo*, copper, 1 cent. There are also silver coins of the value of 5 and 10 cents. It is not uncommon for the poorer classes to use half a *centavo* in making change to the value of a *tlaco*. Gold coins are not in general circulation, although five different denominations exist, viz.: *Onza de oro* (gold ounce), equal to $16; *Media onza de oro*, $8; *Pistola*, $4; *Escudo de oro*, $2; and *Escudito de oro*, $1. The old style of small coin is being called in gradually, in order that the money in common circulation shall be wholly of the decimal character. Bank notes are in circulation from $1 to $1,000 in value. A slight discount is sometimes charged on bank bills in cities at a distance from the capital. The local copper coin-

age is not invariably current outside the State wherein it is issued. United States bank bills are generally at a premium.

The conductor of the party will render all possible service in aiding its members to exchange money, etc.

Price of Tickets.

The price of tickets for the regular Mexico-California excursions is **$685.** This sum includes all traveling expenses for the entire excursion from Philadelphia back to Philadelphia, in accordance with the annexed itinerary, covering the space of seventy-five days for the first and second parties, and seventy-four days for the third. The coupons provide not only first-class passage, a double berth (half a section) in the sleeping cars, and all meals upon the dining car, but hotel accommodations in Cincinnati or Chattanooga, the City of Mexico, throughout California, and at Glenwood Springs and Manitou on the trip homeward; all carriage rides mentioned in the itinerary; transfers; side trips; services of conductors, guides, and interpreters; and all transportation and care of checked baggage to the amount of 150 pounds for each ticket (all excess being liable to extra charge at customary rates).

No part of the ticket covering the tour through the Southern States or Mexico can be redeemed.

The price of tickets for the tour through the South, Mexico, and California, then returning *via* Oregon, Washington, Puget Sound, and eastward over the Northern Pacific Railroad, as set forth on pages 139–146, is **$755.**

The price of tickets for the same tour, with the addition of an excursion of one week through the Yellowstone National Park, as shown on pages 146–154, is **$820.**

Rates for Extra Sleeping-Car Accommodations.

Members of the parties who desire extra sleeping-car accommodations can secure the same notwithstanding the frequent halts during the journey. The rates for additional accommodations are as follows: —

From Philadelphia through the Southern States and Mexico, and thence to Colton or San Diego. For extra double berth (giving an entire section to one person), $75. Drawing-room with toilet annex for one occupant, $225; for two occupants, $150 ($75 for each passenger); for three occupants (entire extra charge), $75. Drawing room having wash-bowl with running water but no toilet annex, for one occupant, $175; for two occupants $100 ($50 for each passenger); for three occupants (entire extra charge), $25.

From Los Angeles to San Francisco. For extra double berth, $2.50. Drawing room with toilet annex, for one occupant, $6.50; for two occupants, $4 — $2 each; for three occupants, entire extra charge, $1.50. Drawing-room having wash-bowl with running water but no toilet annex, for one occupant, $5; for two occupants, $2.50 — $1.25 each; for three occupants, no extra charge.

From San Francisco to Philadelphia in accordance with the regular itinerary. For extra double berth, $22.50. Drawing-room with toilet annex, for one occupant, $67.50; for two occupants, $45 — $22.50 each; for three occupants, entire extra charge, $22.50. Drawing-room having wash-bowl with running water but no toilet annex, for one occupant, $52.50; for two occupants, $30 — $15 each; for three occupants, entire extra charge, $7.50.

From San Francisco to Philadelphia via Portland and the Northern Pacific route eastward. For extra double berth, $27.50. Drawing-room with toilet annex, for one

occupant, $80.50; for two occupants, $53 — $26.50 each; for three occupants, entire extra charge, $25.50. Drawing-room, having wash-bowl with running water, but no toilet annex, for one occupant, $62.50; for two occupants, $35 — $17.50 each; for three occupants, entire extra charge, $7.50.

NOTE. — All drawing-rooms have the same sleeping accommodations — a double upper and a double lower berth (same as a section) and a wide sofa berth.

When Tickets Should be Taken.

Tickets for the Mexico excursions should be taken on or before Tuesday, January 23, for the first party; Tuesday, February 13, for the second party, and Wednesday, March 7, for the third party, seven days previous to the dates of departure (Tuesday, January 30: Tuesday, February 20; and Wednesday, March 14).

ITINERARIES.

EXCURSION NO. 1 — THROUGH THE SOUTHERN STATES AND MEXICO.

TUESDAY, January 30. Tour No. 1. *First Day.*— Leave Philadelphia for Cincinnati in a special train of Pullman vestibuled palace sleeping cars with dining car. The station from which to depart, hour of departure, and route, will be designated in advance, in due season, for each party. On arrival at the station members of the party should check their baggage to Cincinnati. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. At other convenient times *en route* and in New Orleans trunks will be accessible in the baggage car. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification.

WEDNESDAY, January 31. Tour No. 1. *Second Day.*— Arrive in Cincinnati, and transfer by the Cincinnati Railroad Omnibus Company from the station to the Gibson House, H. G. Dunbar, lessee and manager.

NOTE.— Railroad time changes between Philadelphia and Cincinnati from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

THURSDAY, February 1. Tour No. 1. *Third Day.*— In Cincinnati.

FRIDAY, February 2. Tour No. 1. *Fourth Day.*— Omnibus transfer from the Gibson House to the station of the Louisville & Nashville Railroad, and at 10.00 A. M. leave Cincinnati by said line; arrive at Louisville, Ky., 2.30 P. M.; leave Louisville 5.00 P. M.

SATURDAY, February 3. Tour No. 1. *Fifth Day.*— Arrive at Birmingham, Ala., 9.00 A. M.; leave Birmingham 12.00 M.; arrive at Montgomery 4.00 P. M.; leave Montgomery 6.00 P. M. and arrive in New

Orleans in the night; the train will be side-tracked in a convenient position in Elysian Fields street, near Claiborne street.

SUNDAY, February 4. Tour No. 1. *Sixth Day.*
MONDAY, February 5. Tour No. 1. *Seventh Day.*
TUESDAY, February 6 (*Mardi Gras*). Tour No. 1. *Eighth Day.*
} In New Orleans.

WEDNESDAY, February 7. Tour No. 1. *Ninth Day.*—In New Orleans. Leave New Orleans at 1.00 P. M. *via* the Southern Pacific Company's Railroad, the "Sunset Route," and proceed through Western Louisiana and Texas.

THURSDAY, February 8. Tour No. 1. *Tenth Day.*—In Texas. Arrive at Houston 5.00 A. M.; leave Houston *via* the Gulf, Colorado & Santa Fe Railway, 6.00 A. M.; arrive at Galveston 8.30 A. M.; leave Galveston 1.00 P. M.; arrive at Houston 3.30 P. M.; leave Houston *via* the Southern Pacific Company's line, 8.40 P. M.

FRIDAY, February 9. Tour No. 1. *Eleventh Day.*—Arrive at San Antonio 6.30 A. M.; the principal places of interest may be visited by electric cars, including the Alamo, the Main and Military Plazas, San Fernando Cathedral, Government Hill, military headquarters (Department of Texas), etc.; leave San Antonio 12.00 noon; arrive at Spofford Junction, Tex., 5.00 P. M.; thence by Eagle Pass Branch, arriving at Eagle Pass, Tex., 6.20 P. M.; cross the Rio Grande, and leave Ciudad Porfirio Diaz (formerly Piedras Negras), Mex., at 7.30 P. M. *via* the Mexican International Railroad.

NOTE.—Railway time changes at Ciudad Porfirio Diaz from Central standard, or 90th meridian, to City of Mexico time, which is thirty-six minutes slower than Central standard and twenty-four minutes faster than Mountain standard, or 105th meridian.

SATURDAY, February 10. Tour No. 1. *Twelfth Day.*—On the Mexican International Railroad *en route* southward through the State of Coahuila; leave Torreon at 2.30 P. M., and thence southward on the Mexican Central Railway through the States of Coahuila and Zacatecas.

SUNDAY, February 11. Tour No. 1. *Thirteenth Day.*—Arrive at Aguascalientes at 6.30 A. M. The cars will be placed upon a side track at the station, near which are the Alameda, the hot springs, and the baths. A tramway leads to the Plaza, which is about a mile distant.

MONDAY, February 12. Tour No. 1. *Fourteenth Day.*—Leave Aguascalientes at 3.00 A. M.; arrive

at Leon 8.00 A. M.; transfer by tramway to the Plaza, and visit the Cathedral and other churches, the market-places, etc.; by tramway to the *Calzada*, and return to the Plaza, and thence to the station; leave Leon at 1.00 P. M.; arrive at Silao 2.00 P. M.

TUESDAY, February 13. Tour No. 1.— *Fifteenth Day.*— Leave Silao at 7.00 A. M. *via* Guanajuato Branch; arrive at Marfil 7.45 A. M., and thence by tramway to Guanajuato, arriving there about 9.00 A. M.; visit the Plaza, the Presa, the principal churches, the market-places, Castle of Grenaditas, etc.; leave Guanajuato at 1.30 P. M. by tramway for Marfil, and thence by railway to Silao, arriving about 3.00 P. M.; leave Silao 4.00 P. M.

WEDNESDAY, February 14. Tour No. 1. *Sixteenth Day.*— Arrive at Guadalajara at an early hour.

THURSDAY, February 15. Tour No. 1. *Seventeenth Day.*— In Guadalajara.

FRIDAY, February 16. Tour No. 1. *Eighteenth Day.*— Leave Guadalajara in the morning, and arrive at Querétaro at night.

SATURDAY, February 17. Tour No. 1. *Nineteenth Day.*—At Querétaro. Visit the *Cerro de las Campanas*, where Maximilian, Miramon, and Mejia were executed, the plazas, principal churches, etc.; leave Querétaro 3.00 P. M.; arrive in the City of Mexico in the night. The cars will remain upon a side track until morning, when there will be a transfer to the Hotel Iturbide, Señor Felipe Iturbe, proprietor, and Señor Jose Maria Erazo, manager.

NOTE.— During the period of sojourn in Mexico the party will stay at the Hotel Iturbide. Meals will be provided at a neighboring restaurant.

SUNDAY, February 18. Tour No. 1. *Twentieth Day.*
MONDAY, February 19. Tour No. 1. *Twenty-first Day.*
TUESDAY, February 20. Tour No. 1. *Twenty-second Day.*
WEDNESDAY, February 21. Tour No. 1. *Twenty-third Day.*
THURSDAY, February 22. Tour No. 1. *Twenty-fourth Day.*
} In the City of Mexico.

FRIDAY, February 23. Tour No. 1. *Twenty-fifth Day.*— In the City of Mexico. Transfer from the Hotel Iturbide to the station of the Mexican Railway, and at 8.00 P. M. leave in a special train of Pullman cars, with dining car attached, for a trip over the most interesting portions of this road, down into the tropics, etc.; arrive at Puebla in the night.

SATURDAY, February 24. Tour No. 1. *Twenty-sixth Day.*— In Puebla. Leave Puebla at 2.00 P. M. by the Interoceanic Railroad for an excursion to Cholula; visit the old town, the ancient pyramid, church, etc., and return to Puebla.

SUNDAY, February 25. Tour No. 1. *Twenty-seventh Day.*— In Puebla.

MONDAY, February 26. Tour No. 1. *Twenty-eighth Day.*— Leave Puebla at 8.00 A. M.; arrive at Santa Ana at 9.15 A. M.; transfer by tramway to the ancient city of Tlaxcala; visit the palace, the church and convent of San Francisco, etc.; return to Santa Ana by tramway, and thence by train to Esperanza, arriving there at night.

TUESDAY, February 27. Tour No. 1. *Twenty-ninth Day.*— Leave Esperanza at 8.00 A. M.; arrive at Orizaba 10.00 A. M.; leave Orizaba 10.15 A. M.; arrive at Paso del Macho 12.30 P. M.; leave Paso del Macho 12 40 P. M.; arrive at Esperanza 7.30 P. M., and proceed thence to the City of Mexico, arriving there in the morning.

WEDNESDAY, February 28. Tour No. 1. *Thirtieth Day.*— In the City of Mexico. Leave *via* the Mexican Central Railway at 1.00 P. M., and proceed northward to Zacatecas.

THURSDAY, March 1. Tour No. 1. *Thirty-first Day.*— Arrive at Zacatecas at 9.30 A. M.; transfer by tramway from the station into the city; visit the market-place, *Plaza de Armas*, Cathedral, etc.; in the afternoon by tramway to Guadalupe; visit the church and orphan asylum of *Nuestra Señora de Guadalupe*, and return to Zacatecas; leave Zacatecas at 5.30 P. M.

FRIDAY, March 2. Tour No. 1. *Thirty-second Day.*—On the Mexican Central Railway *en route* northward through the States of Coahuila, Durango, and Chihuahua; arrive at Chihuahua at 4.00 P. M.; leave Chihuahua 7.30 P. M.

SATURDAY, March 3. Tour No. 1. *Thirty-third Day.*— Arrive at Ciudad Juarez (formerly Paso del Norte) at 7.00 A. M., and El Paso, Tex., at 8.00 A. M.

NOTE.—Railway time changes at El Paso from City of Mexico time to Pacific standard, or 120th meridian time, which is one hour and twenty-four minutes slower.

For the continuation of this itinerary through California and returning East, see page 24.

EXCURSIONS 2 AND 3—THROUGH THE SOUTHERN STATES AND MEXICO.

TUESDAY, February 20. Tour No. 2. *First Day.*—Leave Philadelphia for Cincinnati in a special train of Pullman vestibuled palace sleeping cars, with dining car. The station from which to depart, hour of departure, and route, will be designated in advance, in due season, for each party. On arrival at the station members of the party should check their baggage to Cincinnati. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. At other convenient times *en route* and in New Orleans trunks will be accessible in the baggage car. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification.

WEDNESDAY, March 14. Tour No. 3. *First Day.*—Leave Philadelphia at 11.42 A. M., from the station of the Baltimore & Ohio Railroad, corner of Twenty-fourth and Chestnut streets, in a special train of vestibuled Pullman palace sleeping cars, with dining car. On arrival at the station members of the party should check their baggage to Chattanooga. (See the previous paragraph.) The train will leave Chester at 11.58 A. M., Wilmington 12.16 P M., Baltimore 2.30 P. M., and Washington 3.30 P. M. From Shenandoah Junction southward over the Norfolk & Western Railway system, *via* the Shenandoah Valley and Roanoke, Va.

WEDNESDAY, February 21. Tour No. 2. *Second Day.*—Arrive in Cincinnati, and transfer by the Cincinnati Railroad Omnibus Company from the station to the Gibson House, H. G. Dunbar, lessee and manager.

NOTE.—Railroad time changes between Philadelphia and Cincinnati from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

THURSDAY, March 15. Tour No. 3. *Second Day.*—*En route* on the Norfolk & Western, and East Tennessee, Virginia & Georgia Railways; arrive in Chattanooga, Tenn., at 2.00 P. M.; transfer to the Lookout Inn, David B. Plumer, manager.

NOTE.—Railway time changes at Bristol from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

THURSDAY, February 22. Tour No. 2. *Third Day.*— In Cincinnati.

FRIDAY, March 16. Tour No. 3. *Third Day.*— At Lookout Inn.

FRIDAY, February 23. Tour No. 2. *Fourth Day.*— Omnibus transfer from the Gibson House to the station of the Louisville & Nashville Railroad, and at 10.00 A. M. leave Cincinnati by said line; arrive at Louisville, Ky., 2.30 P. M.; leave Louisville 5.00 P. M.

SATURDAY, March 17. Tour No. 3. *Fourth Day.*— Transfer from the hotel to the station, and leave Chattanooga at 8.30 A. M. *via* the Queen and Crescent route; arrive in New Orleans at a late hour; the train will be side-tracked in a convenient position on the levee at the foot of Elysian Fields street.

SATURDAY, February 24. Tour No. 2. *Fifth Day.*— Arrive at Birmingham, Ala., 9.00 A. M.; leave Birmingham 12.00 M.; arrive at Montgomery 4.00 P. M.; leave Montgomery 6.00 P. M., and arrive in New Orleans in the night; the train will be side-tracked in a convenient position in Elysian Fields street, near Claiborne street.

SUNDAY, February 25. Tour No. 2.— *Sixth Day.*
SUNDAY, March 18. Tour No. 3.— *Fifth Day.* } In New Orleans.

MONDAY, February 26. Tour No. 2. *Seventh Day.*
MONDAY, March 19. Tour No. 3. *Sixth Day.* } In New Orleans.

TUESDAY, February 27. Tour No. 2. *Eighth Day.*
TUESDAY, March 20. Tour No. 3. *Seventh Day.* } In New Orleans. Leave New Orleans at 1.00 P. M. *via* the Southern Pacific Company's Railroad, the "Sunset Route," and proceed through Western Louisiana and Texas.

WEDNESDAY, February 28. Tour No. 2. *Ninth Day.*
WEDNESDAY, March 21. Tour No. 3. *Eighth Day.* } Arrive at Houston at 5.00 A. M.; leave Houston *via* the Gulf, Colorado & Santa Fe Railway at 6.00 A. M.; arrive at Galveston 8.30 A. M.; leave Galveston 1.00 P. M.; arrive at Houston 3.30 P. M.; leave Houston *via* the Southern Pacific Company's line 8.40 P. M.

THURSDAY, March 1. Tour No. 2. *Tenth Day.*
THURSDAY, March 22. Tour No. 3. *Ninth Day.* } Arrive at San Antonio 6.30 A. M.; leave San Antonio at 12.00 noon; arrive at Spofford Junction, Tex., 5.00 P. M.; thence by the Eagle Pass Branch, arriving at Eagle Pass,

Tex., at 6.20 P. M.; cross the Rio Grande, and leave Ciudad Porfirio Diaz (formerly Piedras Negras), Mex., at 7.30 P. M. *via* the Mexican International Railroad.

NOTE.—Railway time changes at Ciudad Porfirio Diaz from Central standard, or 90th meridian, to City of Mexico time, which is thirty-six minutes slower than Central standard and twenty-four minutes faster than Mountain standard, or 105th meridian.

FRIDAY, March 2. Tour No. 2. *Eleventh Day.*
FRIDAY, March 23. Tour No. 3. *Tenth Day.*
} On the Mexican International Railroad *en route* southward through the State of Coahuila; leave Torreon at 2.30 P. M., and thence southward on the Mexican Central Railway through the States of Coahuila and Zacatecas.

SATURDAY, March 3. Tour No. 2. *Twelfth Day.*
SATURDAY, March 24. Tour No. 3. *Eleventh Day.*
} Arrive at Zacatecas at 7.00 A. M.; transfer by tramway from the station into the city; visit the market-place, *Plaza de Armas*, Cathedral, etc.; in the afternoon by tramway to Guadalupe; visit the church and orphan asylum of *Nuestra Señora de Guadalupe*, and return to Zacatecas; leave Zacatecas 6.00 P. M.; arrive at Aguascalientes 9.30 P. M.

SUNDAY, March 4. Tour No. 2. *Thirteenth Day.*
SUNDAY, March 25. Tour No. 3. *Twelfth Day.*
} At Aguascalientes. The cars will be placed upon a side track at the station, near which are the Alameda, the hot springs, and the baths. A tramway leads to the Plaza, which is about a mile distant.

MONDAY, March 5. Tour No. 2. *Fourteenth Day.*
MONDAY, March 26. Tour No. 3. *Thirteenth Day.*
} Leave Aguascalientes at 3.00 A. M.; arrive at Leon 8.00 A. M.; transfer by tramway to the Plaza, and visit the Cathedral and other churches, the market-places, etc.; by tramway to the *Calzada*, and return to the Plaza, and thence to the station; leave Leon 1.00 P. M.; arrive at Silao 2.00 P. M.

TUESDAY, March 6. Tour No. 2. *Fifteenth Day.*
TUESDAY, March 27. Tour No. 3. *Fourteenth Day.*
} Leave Silao at 7.00 A. M. *via* the Guanajuato Branch; arrive at Marfil 7.45 A. M., and thence by tramway to Guanajuato, arriving there about 9.00 A. M.; visit the Plaza, the Presa, the principal churches, the market-places, Castle of Grenaditas, etc.; leave Guanajuato 1.30 P. M. by tramway for Marfil, and thence by railway to Silao, arriving about 3.00 P. M.; leave Silao 4.00 P. M.

WEDNESDAY, March 7. Tour No. 2. *Sixteenth Day.*
WEDNESDAY, March 28. Tour No. 3. *Fifteenth Day.*
} At Querétaro. Visit the *Cerro de las Campanas*, where Maximilian, Miramon, and Mejia were executed, the plazas, principal churches, etc.; leave Querétaro at 3.00 P. M.; arrive in the City of Mexico in the night. The cars will remain upon a side track until morning, when there will be a transfer to the Hotel Iturbide, Señor Felipe Iturbe, proprietor, and Señor Jose Maria Erazo, manager.

NOTE.— During the period of sojourn in the City of Mexico the party will stay at the Hotel Iturbide. Meals will be provided at a neighboring restaurant.

THURSDAY, March 8. Tour No. 2. *Seventeenth Day.*
THURSDAY, March 29. Tour No. 3. *Sixteenth Day.*
} In the City of Mexico.

FRIDAY, March 9. Tour No. 2. *Eighteenth Day.*
FRIDAY, March 30. Tour No. 3. *Seventeenth Day.*
} In the City of Mexico.

SATURDAY, March 10. Tour No. 2. *Nineteenth Day.*
SATURDAY, March 31. Tour No. 3. *Eighteenth Day.*
} In the City of Mexico.

SUNDAY, March 11. Tour No. 2. *Twentieth Day.*
SUNDAY, April 1. Tour No. 3. *Nineteenth Day.*
} In the City of Mexico.

MONDAY, March 12. Tour No. 2. *Twenty-first Day.*
MONDAY, April 2. Tour No. 3. *Twentieth Day.*
} In the City of Mexico.

TUESDAY, March 13. Tour. No. 2. *Twenty-second Day.*
TUESDAY, April 3. Tour No. 3. *Twenty-first Day.*
} In the City of Mexico.

WEDNESDAY, March 14. Tour No. 2. *Twenty-third Day.*
WEDNESDAY, April 4. Tour No. 3. *Twenty-second Day.*
} In the City of Mexico. Transfer from the Hotel Iturbide to the station of the Mexican Railway, and at 1.00 P. M. leave in a special train of Pullman cars, with dining car, for a trip down into the tropics, etc.; arrive at Esperanza about 7.00 P. M.

THURSDAY, March 15. Tour No. 2. *Twenty-fourth Day.*
THURSDAY, April 5. Tour No. 3. *Twenty-third Day.*
} Leave Esperanza at 8.00 A. M.; arrive at Orizaba 10.00 A. M.; leave Orizaba 10.15 A. M.; arrive at Paso del Macho 12.30 P. M.; leave Paso del Macho 12.40 P. M.; arrive at Esperanza 7.30 P. M

FRIDAY, March 16. Tour No. 2. *Twenty-fifth Day.*
FRIDAY, April 6. Tour No. 3. *Twenty-fourth Day.*
} Leave Esperanza at 3.00 A. M.; arrive at Santa Ana 8.30 A. M.; transfer by tramway to the ancient city of Tlaxcala; visit the palace, the church and convent of San Francisco, etc.; return to Santa Ana by tramway, and thence by train to Puebla, arriving about noon. Leave Puebla at 2.00 P. M. by the Interoceanic Railroad for an excursion to Cholula; visit the old town, the ancient pyramid, church, etc., and return to Puebla.

SATURDAY, March 17. Tour No. 2. *Twenty-sixth Day.*
SATURDAY, April 7. Tour No. 3. *Twenty-fifth Day.*
} In Puebla. Leave Puebla in the evening, and arrive in the city of Mexico at a late hour, the passengers remaining upon the cars,

SUNDAY, March 18. Tour No. 2. *Twenty-seventh Day.*
SUNDAY, April 8. Tour No. 3. *Twenty-sixth Day.*
} In the City of Mexico.

MONDAY, March 19. Tour No. 2. *Twenty-eighth Day.*
MONDAY, April 9. Tour No. 3. *Twenty-seventh Day.*
} Leave the City of Mexico at an early hour *via* the Mexican Central Railway; from Irapuato by branch line to Guadalajara; reach Guadalajara at night.

TUESDAY, March 20. Tour No. 2. *Twenty-ninth Day.*
TUESDAY, April 10. Tour No. 3. *Twenty-eighth Day.*
} At Guadalajara.

WEDNESDAY, March 21. Tour No. 2. *Thirtieth Day.*
WEDNESDAY, April 11. Tour No. 3. *Twenty-ninth Day.*
} In Guadalajara; leave Guadalajara at 6.00 P. M.

THURSDAY, March 22. Tour No. 2. *Thirty-first Day.*
THURSDAY, April 12. Tour No. 3. *Thirtieth Day.*
} Arrive at Aguascalientes at 9.00 A. M.; leave Aguascalientes at 12.00 noon.

FRIDAY, March 23. Tour No. 2. *Thirty-second Day.*
FRIDAY, April 13. Tour No. 3. *Thirty-first Day.*
} On the Mexican Central Railway *en route* in the States of Coahuila, Durango, and Chihuahua; arrive at Chihuahua at 4.00 P. M.; leave Chihuahua 7.30 P. M.

SATURDAY, March 24. Tour No. 2. *Thirty-third Day.*
SATURDAY, April 14. Tour No. 3. *Thirty-second Day.*
} Arrive at Ciudad Juarez (formerly Paso del Norte) at 7.00 A. M., and El Paso, Tex., at 8.00 A. M. Railway time changes to Pacific standard.

For the continuation of this itinerary through California and returning East, see page 24.

EXCURSIONS 1, 2, AND 3—THROUGH CALIFORNIA AND RETURNING EAST.

No. 1 continued from page 18.

Nos. 2 and 3 continued from page 23.

SATURDAY, March 3. Tour No. 1. *Thirty-third Day.* SATURDAY, March 24. Tour No. 2. *Thirty-third Day.* SATURDAY, April 14. Tour No. 3. *Thirty-second Day.*	Leave El Paso, Tex., at 5.00 P. M., Pacific time, *via* the Southern Pacific Company's "Sunset Route," Pacific system.
SUNDAY, March 4. Tour No. 1. *Thirty-fourth Day.* SUNDAY, March 25. Tour No. 2. *Thirty-fourth Day.* SUNDAY, April 15. Tour No. 3. *Thirty-third Day.*	At Tucson, A. T.; leave Tucson at night.
MONDAY, March 5. Tour No. 1. *Thirty-fifth Day.* MONDAY, March 26. Tour No. 2. *Thirty-fifth Day.* MONDAY, April 16. Tour No. 3. *Thirty-fourth Day.*	Arrive at Colton at 1.00 P. M.; from Colton to Riverside *via* the Southern California Railway; arrive in Riverside at 2.00 P. M.; leave Riverside at 11.00 P. M. *via* the Southern California Railway.
TUESDAY, March 6. Tour No. 1. *Thirty-sixth Day.* TUESDAY, March 27. Tour No. 2. *Thirty-sixth Day.* TUESDAY, April 17. Tour No. 3. *Thirty-fifth Day.*	Arrive at San Diego at 7.00 A. M.; transfer to the Hotel del Coronado, E. S. Babcock, manager, Coronado Beach.
WEDNESDAY, March 7. Tour No. 1. *Thirty-seventh Day.* WEDNESDAY, March 28. Tour No. 2. *Thirty-seventh Day.* WEDNESDAY, April 18. Tour No. 3. *Thirty-sixth Day.*	At Hotel del Coronado.
THURSDAY, March 8. Tour No. 1. *Thirty-eighth Day.* THURSDAY, March 29. Tour No. 2. *Thirty-eighth Day.* THURSDAY, April 19. Tour No. 3. *Thirty-seventh Day.*	At Hotel del Coronado.

FRIDAY, March 9. Tour No. 1. *Thirty-ninth Day.*
FRIDAY, March 30. Tour No. 2. *Thirty-ninth Day.*
FRIDAY, April 20. Tour No. 3. *Thirty-eighth Day.*
} At Hotel del Coronado.

SATURDAY, March 10. Tour No. 1. *Fortieth Day.*
SATURDAY, March 31. Tour No. 2. *Fortieth Day.*
SATURDAY, April 21. Tour No. 3. *Thirty-ninth Day.*
} Transfer from the Hotel del Coronado to the station, and leave San Diego by the Southern California Railway at 8.25 A. M.; arrive at Los Angeles at 1.15 P. M.; transfer from the station to the Hotel Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager.

SUNDAY, March 11. Tour No. 1. *Forty-first Day.*
SUNDAY, April 1. Tour No. 2. *Forty-first Day.*
SUNDAY, April 22. Tour No. 3. *Fortieth Day.*
} In Los Angeles.

MONDAY, March 12. Tour No. 1. *Forty-second Day.*
MONDAY, April 2. Tour No. 2. *Forty-second Day.*
MONDAY, April 23. Tour No. 3. *Forty-first Day.*
} Excursion to Pasadena. Leave Los Angeles at 9.00 A. M. by the Southern California Railway, and arrive at Pasadena at 9.28 A. M.; carriage ride, visiting the most picturesque sections of the city, including Raymond Hill, Raymond avenue, Orange Grove avenue, Colorado street, etc.; leave Pasadena at 12.58 P. M., and arrive at Los Angeles at 1.25 P. M.

TUESDAY, March 13. Tour No. 1. *Forty-third Day.*
TUESDAY, April 3. Tour No. 2. *Forty-third Day.*
TUESDAY, April 24. Tour No. 3. *Forty-second Day.*
} Excursion to Santa Monica. Leave Los Angeles at 9.15 A. M. by the Southern Pacific Company's line; arrive at Santa Monica at 10.05 A. M.; luncheon at the Hotel Arcadia, S. Reinhart, proprietor; leave Santa Monica at 3.50 P. M., and arrive in Los Angeles at 4.35 P. M.

WEDNESDAY, March 14. Tour No. 1. *Forty-fourth Day.*
WEDNESDAY, April 4. Tour No. 2. *Forty-fourth Day.*
WEDNESDAY, April 25. Tour No. 3. *Forty-third Day.*
} In Los Angeles.

THURSDAY, March 15. Tour No. 1. *Forty-fifth Day.*
THURSDAY, April 5. Tour No. 2 *Forty-fifth Day.*
THURSDAY, April 26. Tour No. 3. *Forty-fourth Day.*
} Transfer from the hotel to the Southern Pacific Company's station, and leave Los Angeles at

9.25 A. M.; arrive at Santa Barbara at 2.00 P. M.; dinner and supper will be served at The Arlington or the San Marcos Hotel. There will be a carriage ride in the afternoon to the chief points of interest. Leave Santa Barbara at 9.00 P. M.

FRIDAY, March 16. Tour No. 1. *Forty-sixth Day.*
FRIDAY, April 6. Tour No. 2. *Forty-sixth Day.*
FRIDAY, April 27. Tour No. 3. *Forty-fifth Day.*
} Arrive at Oakland Pier at 8.10 P. M., and in San Francisco by ferry at 8.45 P. M.; coach transfer by the United Carriage Company from the Oakland ferry, foot of Market street, to the Baldwin Hotel, E. J. Baldwin, proprietor, and R. H. Warfield, manager.

SATURDAY, March 17. Tour No. 1. *Forty-seventh Day.*
SATURDAY, April 7. Tour No. 2. *Forty-seventh Day.*
SATURDAY, April 28. Tour No. 3. *Forty-sixth Day.*
} In San Francisco.

SUNDAY, March 18. Tour No. 1. *Forty-eighth Day.*
SUNDAY, April 8. Tour No. 2. *Forty-eighth Day.*
SUNDAY, April 29. Tour No. 3. *Forty-seventh Day.*
} In San Francisco.

MONDAY, March 19. Tour No. 1. *Forty-ninth Day.*
MONDAY, April 9. Tour No. 2. *Forty-ninth Day.*
MONDAY, April 30. Tour No. 3. *Forty-eighth Day.*
} In San Francisco.

TUESDAY, March 20. Tour No. 1. *Fiftieth Day.*
TUESDAY, April 10. Tour No. 2. *Fiftieth Day.*
TUESDAY, May 1. Tour No. 3. *Forty-ninth Day.*
} In San Francisco.

WEDNESDAY, March 21. Tour No. 1. *Fifty-first Day.*
WEDNESDAY, April 11. Tour No. 2. *Fifty-first Day.*
WEDNESDAY, May 2. Tour No. 3. *Fiftieth Day.*
} In San Francisco.

THURSDAY, March 22. Tour No. 1. *Fifty-second Day.*
THURSDAY, April 12. Tour No. 2. *Fifty-second Day.*
THURSDAY, May 3. Tour No. 3. *Fifty-first Day.*
} In San Francisco.

FRIDAY, March 23. Tour No. 1. *Fifty-third Day.*
FRIDAY, April 13. Tour No. 2. *Fifty-third Day.*
FRIDAY, May 4. Tour No. 3. *Fifty-second Day.*

} Transfer by the United Carriage Company to the Alameda ferry, and leave San Francisco at 8.15 A. M., and Alameda Mole at 8.30 A. M , by the Southern Pacific Company's narrow-gauge line, the Santa Cruz Division ; stop to view the " Big Trees," six miles from Santa Cruz, and arrive at Santa Cruz about 1.00 P. M. ; transfer to the Pacific Ocean House, Sullivan & Chase, proprietors, the Pope House, Mrs. Anna Pope, proprietor, or the Sea Beach Hotel, J. T. Sullivan, proprietor.

SATURDAY, March 24. Tour No. 1. *Fifty-fourth Day.*
SATURDAY, April 14. Tour No. 2. *Fifty-fourth Day.*
SATURDAY, May 5. Tour No. 3. *Fifty-third Day.*

} At Santa Cruz. Carriage ride in the forenoon, visiting the cliffs and other interesting points ; leave Santa Cruz at 3.45 P. M. *via* the Southern Pacific Company's broad-gauge line ; arrive at the Hotel del Monte, Monterey, Georg Schönewald, manager, at 6.15 P. M.

SUNDAY, March 25. Tour No. 1. *Fifty-fifth Day.*
SUNDAY, April 15. Tour No. 2. *Fifty-fifth Day.*
SUNDAY, May 6. Tour No. 3. *Fifty-fourth Day.*

} At Hotel del Monte, Monterey.

MONDAY, March 26. Tour No. 1. *Fifty-sixth Day.*
MONDAY, April 16. Tour No. 2. *Fifty-sixth Day.*
MONDAY, May 7. Tour No. 3. *Fifty-fifth Day.*

} At Hotel del Monte, Monterey.

TUESDAY, March 27. Tour No. 1. *Fifty-seventh Day.*
TUESDAY, April 17. Tour No. 2. *Fifty-seventh Day.*
TUESDAY, May 8. Tour No. 3. *Fifty-Sixth Day.*

} At Hotel del Monte, Monterey.

WEDNESDAY, March 28. Tour No. 1. *Fifty-eighth Day.*
WEDNESDAY, April 18. Tour No. 2. *Fifty-eighth Day.*
WEDNESDAY, May 9. Tour No. 3. *Fifty-seventh Day.*

} At Hotel del Monte, Monterey.

THURSDAY, March 29. Tour No. 1. *Fifty-ninth Day.*
THURSDAY, April 19. Tour No. 2. *Fifty-ninth Day.*
THURSDAY, May 10. Tour No. 3. *Fifty-eighth Day.*

} At Hotel del Monte, Monterey.

FRIDAY, March 30. Tour No. 1. *Sixtieth Day.*
FRIDAY, April 20. Tour No. 2. *Sixtieth Day.*
FRIDAY, May 11. Tour No. 3. *Fifty-ninth Day.*
} At Hotel del Monte, Monterey. Leave Monterey at 1.38 P. M.; arrive at San Jose 4.24 P. M.; transfer to the Hotel Vendome, George P. Snell, manager.

SATURDAY, March 31. Tour No. 1. *Sixty-first Day.*
SATURDAY, April 21. Tour No. 2. *Sixty-first Day.*
SATURDAY, May 12. Tour No. 3. *Sixtieth Day.*
} Excursion to the Lick Observatory, on the summit of Mount Hamilton, in the stages of the Mount Hamilton Stage Company, the party leaving the Hotel Vendome in the morning and returning late in the afternoon; dinner at Smith's Creek.

SUNDAY, April 1. Tour No. 1. *Sixty-second Day.*
SUNDAY, April 22. Tour No. 2. *Sixty-second Day.*
SUNDAY, May 13. Tour No. 3. *Sixty-first Day.*
} At Hotel Vendome, San Jose.

MONDAY, April 2. Tour No. 1. *Sixty-third Day.*
MONDAY, April 23. Tour No. 2. *Sixty-third Day.*
MONDAY, May 14. Tour No. 3. *Sixty-second Day.*
} At Hotel Vendome, San Jose. Transfer to the Southern Pacific Company's broad-gauge line — Niles route — and leave San Jose at 1.15 P. M.; arrive at Oakland pier 4.20 P. M.; go on board a special train of Pullman palace sleeping cars, with dining car, for the homeward journey; arrive in Sacramento 8.10 P. M.

TUESDAY, April 3. Tour No. 1. *Sixty-fourth Day.*
TUESDAY, April 24. Tour No. 2. *Sixty-fourth Day.*
TUESDAY, May 15. Tour No. 3. *Sixty-third Day.*
} Leave Sacramento at 11.40 A. M., and cross the Sierra Nevada by daylight.

WEDNESDAY, April 4. Tour No. 1. *Sixty-fifth Day.*
WEDNESDAY, April 25. Tour No. 2. *Sixty-fifth Day.*
WEDNESDAY, May 16. Tour No. 3. *Sixty-fourth Day.*
} *En route* in Nevada and Utah. Arrive at Ogden, U. T., at 10.00 P. M., and leave there *via* the Rio Grande Western Railway. On arrival at Salt Lake City the train will be side-tracked, and remain during the night and the succeeding forenoon.

NOTE.— Railway time changes at Ogden from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, April 5. Tour No. 1. *Sixty-sixth Day.*
THURSDAY, April 26. Tour No. 2. *Sixty-sixth Day.*
THURSDAY, May 17. Tour No. 3. *Sixty-fifth Day.*

} In Salt Lake City. Leave at 1.00 P. M., *via* the Rio Grande Western Railway.

FRIDAY, April 6. Tour No. 1. *Sixty-seventh Day.*
FRIDAY, April 27. Tour No. 2. *Sixty-seventh Day.*
FRIDAY, May 18. Tour No. 3. *Sixty-sixth Day.*

} On the Rio Grande Western and Denver and Rio Grande Railroads *en route* in Colorado; arrive at Glenwood Springs at 8.30 A. M.; transfer to the Colorado, W. Raymond, proprietor, A. W. Bailey, manager.

SATURDAY, April 7. Tour No. 1. *Sixty-eighth Day.*
SATURDAY, April 28. Tour No. 2. *Sixty-eighth Day.*
SATURDAY, May 19. Tour No. 3. *Sixty-seventh Day.*

} Transfer from The Colorado to the Denver & Rio Grande station, and leave Glenwood Springs at 7.30 A. M.; pass through the cañon of the Grand River, the cañon of the Eagle River, over Tennessee Pass, and down the Arkansas River, through the Grand Cañon and the Royal Gorge, by daylight, arrive at Manitou about midnight, and remain on the cars; in the morning omnibus transfer to the Cliff House, E. E. Nichols, proprietor, and E. E. Nichols, Jr., manager, and the Barker Hotel, C. W. Barker, proprietor.

SUNDAY, April 8. Tour No. 1. *Sixty-ninth Day.*
SUNDAY, April 29. Tour No. 2. *Sixty-ninth Day.*
SUNDAY, May 20. Tour No. 3. *Sixty-eighth Day.*

} At Manitou.

MONDAY, April 9. Tour No. 1. *Seventieth Day.*
MONDAY, April 30. Tour No. 2. *Seventieth Day.*
MONDAY, May 21. Tour No. 3. *Sixty-ninth Day.*

} At Manitou.

TUESDAY, April 10. Tour No. 1. *Seventy-first Day.*
TUESDAY, May 1. Tour No. 2. *Seventy-first Day.*
TUESDAY, May 22. Tour No. 3. *Seventieth Day.*

} Transfer from the hotels to the station, and leave Manitou by the Denver & Rio Grande Railroad at 8.00 A. M.; arrive in Denver at 11.30 A. M.; leave Denver at 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

WEDNESDAY, April 11. Tour No. 1. *Seventy-second Day.*
WEDNESDAY, May 2. Tour No. 2. *Seventy-second Day.*
WEDNESDAY, May 23. Tour No. 3. *Seventy-first Day.*
} *En route* eastward through Kansas, Nebraska, and Iowa; arrive at Omaha about 4.00 P. M., and Council Bluffs 4.30 P. M.; leave Council Bluffs about 5.30 P. M.

NOTE.— Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

THURSDAY, April 12. Tour No. 1. *Seventy-third Day.*
THURSDAY, May 3. Tour No. 2. *Seventy-third Day.*
THURSDAY, May 24. Tour No. 3. *Seventy-second Day.*
} On the Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois; arrive at Blue Island Junction about 12.00 noon; thence east on the Chicago & Grand Trunk and Grand Trunk Railways.

NOTE.— Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, April 13. Tour No. 1. *Seventy-fourth Day.*
FRIDAY, May 4. Tour No. 2. *Seventy-fourth Day.*
FRIDAY, May 25. Tour No. 3. *Seventy-third Day.*
} Arrive at Niagara Falls, N. Y., at 8.30 A. M., and remain until afternoon; leave Niagara Falls *via* the Lehigh Valley route (from the New York Central Railroad station) at 5.35 P. M.

SATURDAY, April 14. Tour No. 1. *Seventy-fifth Day.*
SATURDAY, May 5. Tour No. 2. *Seventy-fifth Day.*
SATURDAY, May 26. Tour No. 3. *Seventy-fourth Day.*
} Arrive in Philadelphia (station of the Philadelphia & Reading Railroad, Twelfth and Market streets) at 7.24 A. M.

NOTES.— For a description of the routes see pages 31–120.
These itineraries are subject to slight changes.

THE ROUTES IN OUTLINE.

EXCURSIONS 1 AND 2—FROM PHILADELPHIA TO NEW ORLEANS.

Our first and second Mexico and California excursions, leaving Philadelphia Tuesday, January 30, and Tuesday, February 20, respectively, will make the journey to New Orleans via Cincinnati, O., Louisville, Ky., Nashville, Tenn., and Birmingham, Montgomery, and Mobile, Ala. A day is to be passed sight-seeing in Cincinnati —a typical western city. Thence the Louisville & Nashville Railroad will be followed to the Gulf. The route to be taken by each party from Philadelphia to Cincinnati will be designated a sufficient length of time in advance of the date of departure, and the tourists will also be informed of the hour that the special train will leave, and the station from which it is to go. Whatever route is adopted, the traveler passes through a populous district of Pennsylvania and across the great State of Ohio. In Cincinnati the headquarters of the visitors will be at the Gibson House.

Cincinnati.

The "Queen City" occupies the north bank of the Ohio River opposite the Licking River, and confronts the Kentucky cities of Covington and Newport. It has a river frontage of ten miles, and extends back over the high hills which border the Ohio Valley at this point. The Gibson House is centrally located on Walnut street, between Fourth and Fifth streets. Fountain square, where the beautiful Tyler-Davidson Fountain, the gift of Mr. Henry Probasco, is to be seen, and from which

nearly all the horse-car and cable-car lines radiate, is at the intersection of Walnut and Fifth streets. Nearly all the prominent public buildings are in the same section of the city. The entrance to the great suspension bridge is between Walnut and Vine streets. Eden Park, comprising 206 acres, contains a splendid Art Museum. This may be reached by the Eden Park horse-cars, which go up the Mount Adams (Highland House) inclined plane, or the Gilbert avenue cable-car line, the former being the more direct. Both start from Fountain square. The Zoölogical Garden (reached by the Main, Elm, or Vine street lines, in connection with the Elm street and Main street elevators) is claimed to be the finest in America, and contains many rare animals. There are several other parks which are essentially summer resorts. Cincinnati was the ninth city of the United States in 1890, with a population of 296,908, while its Kentucky neighbors, Covington and Newport, have 37,371 and 24,918 respectively.

Louisville, Ky.

Leaving Cincinnati Friday morning, we shall proceed southward over the popular Louisville & Nashville Railroad. We continue on this line through to New Orleans, but make several stops on the way. The train crosses the Ohio on a long and lofty pier bridge to Newport, Ky., and passing through that place, skirts the neighboring city of Covington. A productive farming region is traversed; and 110 miles from Cincinnati we reach the city of Louisville, where we shall remain several hours.

Louisville is situated at the Falls of the Ohio River, where Bear Grass Creek enters that stream. In high stages of water the falls disappear almost entirely, and at other times steamboats get around the obstruction by means of a canal. The city extends about three miles along the river and about four miles inland, and is regularly laid out, with wide streets and large squares. The principal streets are Main, Market, Jeffer-

son, and Fourth; and the prominent buildings are the Court House, City Hall, Custom House, and Post Office, the *Courier-Journal* office, and the State Blind School. There are a number of fine churches and many elegant residences. The city of New Albany, Ind., is on the opposite side of the Ohio River from Louisville.

Leaving Louisville, the train crosses a productive and populous section of Kentucky. Mumfordsville, seventy-three miles from Louisville, is a pretty village on the Green River, which is here spanned by a fine bridge. This neighborhood was the scene of numerous encounters between Generals Buell and Bragg, in the campaign of 1862. Bowling Green, 114 miles from Louisville, is another business centre.

Nashville and Birmingham.

Nashville, the capital of Tennessee (295 miles from Cincinnati and 185 from Louisville), is situated on the Cumberland River 200 miles above its junction with the Ohio. The Capitol was erected in 1845 at a cost of nearly $1,000,000. There are several notable educational institutions here, including the University of Nashville, Fisk University, Tennessee Central College, and Vanderbilt University. One of the most important battles of the late rebellion was fought here in December, 1864. In a two-days' conflict General Thomas destroyed the Southern army under General Hood, and General Sherman thereupon started from Atlanta upon his memorable march to the sea, without danger of interference from that quarter.

Continuing southward from Nashville, we cross the State line from Tennessee into Alabama, ninety-five miles south of that city. Columbia and Pulaski, Tenn., and Decatur, Ala., are among the chief places upon our route south of Nashville before Birmingham is reached. This latter place, where we shall make a brief halt Saturday morning, is an important manufacturing centre in connection with the iron industry, and the liveliest and most progressive city of the South. In 1870 it had a population

of 400; in 1880, 4,500; and in 1890 it had increased to 26,178. This city is in the centre of a region very rich in iron ore.

Montgomery, Ala.

Montgomery, the capital of Alabama and the first capital also of the Confederate States (from February to May, 1861), was named in honor of General Richard Montgomery, who fell at Quebec. The State House is a small but handsome building; and the other prominent structures are the United States Court House and Post Office, City Hall, and County Court House.

Leaving Montgomery, we traverse the southern section of Alabama. At Flomaton, where a branch line diverges to Pensacola, we approach quite nearly the Florida line, and, turning westerly, go thence toward Mobile. Mobile is a sea-port of Alabama, and second only to New Orleans as a cotton mart.

The distance from Mobile to New Orleans is 141 miles, and the road runs for much of the way through savannas and brakes, skirting here and there the shores of lakes and bays, and in places being carried over the waters and lowlands on miles of trestle-work, as at Pascagoula, Biloxi (the old fortress of Bienville's time), and Bay St. Louis. Arriving in New Orleans late Saturday night, the train will be side tracked on Elysian Fields street, near Claiborne street, whence all parts of the city may be reached by street cars, and the tourists will make their headquarters on the cars during the stay in the "Crescent City." The sojourn there in the case of the first party will extend through Sunday, Monday, Tuesday, and a part of Wednesday. On Tuesday, Feb. 6, *Mardi Gras*, arrangements will be made for the members of the party to witness all the public parades, both day and evening. The festivities also include grand balls at the principal halls. The second excursion will leave New Orleans Tuesday instead of Wednesday.

EXCURSION NO. 3—FROM PHILADELPHIA TO NEW ORLEANS.

The third excursion to Mexico and California will follow a different route from that of the first and second parties from Philadelphia to New Orleans. In this instance Chatanooga is to be visited instead of Cincinnati. Leaving the Baltimore & Ohio Railroad station in Philadelphia, corner of Twenty-fourth and Chestnut streets, at 11.42 A.M., Wednesday, March 14, the tourists will proceed southward over the Baltimore & Ohio line, passing through Chester, Pa., Wilmington, Del., Baltimore, and Washington. The hour will be convenient for persons who desire to join the party at these or other points along the early part of the route. The train crosses the Susquehanna on a long and high bridge, from which there is an extended view. The historic Harper's Ferry is also on this line, and some of the fine scenery of the Potomac Valley will be visible.

Through East Tennessee.

At Shenandoah Junction, W. Va., Wednesday evening, we reach the Norfolk & Western Railway, and the journey over that and the East Tennessee, Virginia & Georgia system takes the traveler through rich and productive sections of Virginia and Tennessee. During the night we travel still southward in the Shenandoah and James River Valleys, passing through parts of West Virginia and Virginia. Roanoke, Va. Pulaski, Salem, the seat of Roanoke College, and Bristol, which stands upon the boundary line in both Virginia and Tennessee, are upon this part of the line. The Norfolk & Western line traverses a rich mineral section, and many prosperous towns in addition to those we have named have grown up along the route. At Bristol we enter upon the extensive East Tennessee, Virginia & Georgia railway system, which,

with the recently added Queen & Crescent line, covers nearly every part of the South and the Southwest. Many flourishing Tennessee towns and cities are now passed through, including Johnson City, Jonesboro, Morristown, and Knoxville. The latter city, it will be remembered, was the scene of much strife and bloodshed during the Civil War. Thrice it was besieged, and in November, 1863, General Longstreet was repulsed by General Burnside after a spirited attack lasting two weeks. Knoxville has advanced very rapidly in commercial prosperity since the war, and is now the centre of extensive trade and manufactures.

Chattanooga.

Chattanooga, Tenn., will be reached Thursday afternoon, and we shall remain there until Saturday morning, making the delightful Lookout Inn, on the summit of Lookout Mountain, our abiding place. This historic city, which is situated on the south bank of the Tennessee River and at the base of famous Lookout Mountain, has already assumed a prominent place among the leading cities of the South. Before the war it had nearly 5,000 inhabitants. The census of 1890 gave the city a population of 29,100, while the suburbs were accredited with 14,000 more. The surroundings of Chattanooga not only have great historic interest in connection with some of the greatest events of the late war, but are extremely picturesque. Viewed from any height within the city — Cameron Hill, for example, which may be ascended by means of an inclined railway — the widespread scene presents great diversity. The two objects that instantly command attention are the winding Tennessee River, which enfolds the city like a huge serpent, and the bold heights of Lookout Mountain, which rise 2,300 feet above the sea, just beyond the southwestern suburbs, where the river makes a great bend. It was on those heights that General Hooker fought his famous "Battle above the

Clouds," Nov. 24, 1863. The mountain is also justly celebrated for the wonderful panorama of the valley of the Tennessee, which is spread out below the observer as he ascends to the summit. Chattanooga and the winding river lie almost at the foot. East and southeast of the city is Missionary Ridge, where a great and decisive battle was fought November 25, 1863. Beyond the ridge lies the battlefield of Chickamauga, which the government has recently converted into a national park. The National Cemetery, established after the great battles of 1863, lies near the city, on one of the Union Railway dummy lines running from Georgia avenue. It comprises seventy-five and a half acres, and contains the graves of 13,029 brave soldiers. Of this number 4,067 are of the unknown dead. There is also a Confederate cemetery, which may be reached by the Vine street cars.

In Alabama and Mississippi.

Leaving Chattanooga Saturday morning, our train will proceed over the Queen & Crescent route to Birmingham, Ala. This city is termed the iron metropolis of the South, and with good reason, since there are no less than twenty-five furnaces in the city or within its tributary district. From Birmingham we continue across Alabama, Mississippi, and Northeast Louisiana, passing through Meridian, Miss., Hattiesburg, Miss., and other towns. The parties will reach New Orleans late Saturday night, and the stay there will continue through Sunday, Monday, and Tuesday forenoon, the passengers living on the train, which will occupy a convenient position on the levee at the foot of Elysian Fields street, in front of the Southern Pacific ferry.

EXCURSIONS 1, 2, AND 3—FROM NEW ORLEANS ONWARD.

The Crescent City.

New Orleans is built within a great bend of the Mississippi River, and hence its title of the "Crescent City." It is situated ninety-four miles from the *debouchure* of the river into the Gulf of Mexico, and was named in honor of the Duke of Orleans, Regent of France during the minority of Louis XV. The site was selected by Governor Bienville in 1718, against much opposition, the chief post of the French having previously been at Biloxi. It was abandoned in 1719 owing to a rise in the river and an inundation; but in 1722 it was again selected by Delorme as the principal post in the province. From 1729 until 1800 it was held by the Spaniards, and in 1803 was ceded to the United States with the rest of the province. In the late war New Orleans was the scene of many important events. It was captured by Rear Admiral Farragut in the early part of 1862, and General Butler remained in possession for quite a long period. New Orleans is now not only the Southern metropolis, but also the largest cotton mart in the world, while in other departments its trade is likewise great. With the places absorbed in the city from time to time, New Orleans now covers an immense area. It includes, in fact, the entire parish of Orleans, the total area—including dry lands and swamps—subject to municipal government being 187 square miles. The population in 1880 was 216,090, and in 1890 it had increased to 242,039.

The city is built on land gently descending from the river, and many streets are at a lower level than the river reaches at high-water mark. The stream is prevented from overflowing by an embankment of earth which extends for a long distance. The first levee was built by Governor Perier in 1727, and was one mile in length. The river front presents at all times an animated spectacle, with its immense concourse of

steamers and ships from every clime, its miles of shifting merchandise, and its throngs of people, who, like the numerous craft, represent every part of the world. The streets are in many cases very spacious. Canal street is nearly 200 feet wide, and not only the principal thoroughfare, but also the converging point for the horse-car and "dummy" lines leading to other parts of the city, including West End, Spanish Fort, etc. The Clay statue, opposite St. Charles and Royal streets, is the recognized centre. One of the most interesting and unique sights is the French market, on the Levee near Jackson square. The assemblage embraces every nationality and shade of color, and the mingling of French, English, Spanish, and various kinds of *patois* is bewildering. The stranger is attracted by the strange conglomeration of people quite as much as he is by the remarkable admixture of wares. It is a bit of the old world, or rather, many old-world scenes brought together. In the same vicinity is the Old St. Louis Cathedral. The present edifice was begun in 1792 and finished in 1794. There had previously been two churches on this site. There are several relics in this neighborhood of the old French and Spanish occupation. The old hall of the *Cabilda*, or City Council, and the Court House are on the right and left of the cathedral. The square contains a bronze equestrian statue of General Jackson, by Mills, similar to the one in Washington. It was here that General Jackson reviewed his troops, Dec. 18, 1814, prior to his victory over the British. Jackson had his headquarters in what is now No. 86 Royal street; and the old Court House, where he was fined $1,000 for contempt of court, is at No. 269 in the same thoroughfare. The Custom House is on Canal street, a short distance from the Levee; the United States Branch Mint is at the corner of Esplanade and Decatur streets; the Cotton Exchange (a handsome building), corner of Carondelet and Gravier streets; the City Hall, corner of St. Charles and Lafayette streets; Masonic Hall, St. Charles street above Lee place; Odd Fellows' Hall (the

lower floor of which is occupied by the Continental Guards), Lafayette Park; the Washington Artillery Armory, St. Charles street, between Julia and Girod streets; and the St. Charles Hotel, St. Charles street, between Gravier and Common streets. The leading club-houses, including the Pickwick, Boston, Louisiana, and Commercial, are on Canal street above Carondelet. There are a number of fine hospitals and asylums in various parts of the city. In addition to the Jackson monument, by Mills, and the colossal bronze of Clay, by Hart, there are several statues worthy of notice, — one of General Lee, surmounting a tall marble shaft, in Lee Circle; Benjamin Franklin, by Powers, in Lafayette square; and Margaret Haughery's, corner of Camp and Prytania streets. *Bas reliefs* of Bienville and Jackson are in the central room of the Custom House. There are some fine monuments in Greenwood and Metarie Road Cemeteries, which may best be reached by the "dummy" cars running from Canal street to the West End. From the vault underneath one of the monuments the body of Jefferson Davis was but lately removed to Richmond. There are a number of handsome churches in different parts of the city. The Battlefield, formerly known as the Plains of Chalmette, where General Jackson won his famous victory over General Pakenham, the British commander, Jan. 8, 1815, is four and a half miles south of Canal street, and may be reached by the Levee and Barracks horse-cars, the Shell Beach Railroad, or by boat. The monument commemorative of the battle has never been completed. The National Cemetery occupies the southwest corner of the field.

The "Sunset Route" Westward.

We shall leave New Orleans and journey to the Pacific Coast by the famous "Sunset Route," as the Southern Pacific Company's great railway line leading from this city is known. The Atlantic system of this company comprises a large extent of

railway and steamer lines; and the same may be said of the Pacific system, the two aggregating 6,585 miles of rail lines and 7,276 miles of steamer lines, or a total of 13,861 miles.

The Mississippi River is crossed by the company's ferry at the foot of Esplanade street, and the railway journey begins at the little town of Algiers. The road crosses a rich and productive section of Louisiana, and on every hand are seen the fields and mills of the great sugar plantations. The country is generally flat, but far from uninteresting. Where the land has not been put under cultivation, there are stretches of forests, and the bayous are in some places bordered by trees — the live oak, the cypress, and other hard woods predominating. The branches are festooned and heavily draped with Spanish moss, the *tillandsia neneoides* of the botanists, an epiphytic and not a parasitic plant, that is believed to have a healthful influence. Eighty miles from New Orleans is Morgan City, an important port, from which several of the Southern Pacific Company's steamship lines diverge. This is also the headquarters of the oyster fishery. We cross here on a fine iron bridge, the Atchafalaya River, and reach Berwick Bay, along which and the famed Bayou Teche we journey for many miles. We are in the country settled by the Acadians, and the romantic incidents of Longfellow's "Evangeline," some of the scenes of which are laid along these shores, come into mind. Sugar plantations, some of which are of vast extent, line the bayou. Franklin, Jeannerette, and New Iberia are the chief towns on this part of the line. Lafayette has become an important railway point. The western parishes, and especially Calcasieu, one of the largest in the State, are covered to a considerable extent by forests. The lumbering interests in this region are extensive. The Calcasieu River is crossed at Lake Charles; and thirty-eight miles farther, at Orange, we cross the Sabine River from Louisiana into the great State of Texas.

The Lone Star State.

Texas, with its 265,780 square miles, is the largest State in the Union. It has a length, east and west, of 825 miles, and a breadth of 740 miles. Our course takes us a distance of 937 miles within the borders of the State and through its most productive and likewise most picturesque sections. The eastern and central sections of the State have progressed rapidly, and a large number of populous towns have sprung into existence along the "Sunset Route." Texas was admitted into the Union Dec. 20, 1845, having been for nine years previous an independent republic. The Texan settlers revolted against Mexican rule in 1835, and in October of that year occurred the battles of Gonzales, Goliad, and Concepcion, in which the Mexicans were defeated. Dec. 10, 1835, San Antonio was captured, and ten days later the independence of Texas was declared. General Sam Houston became the first president of the new republic, and was inaugurated in October, 1836. The first settlement was by the French under La Salle, in 1686. The Southern Pacific line traverses nineteen of the 226 counties of Texas, and some of these are larger than several of the Eastern States. In the eastern section the country is divided between timber and prairie, the land generally being very rich. We cross successively the Neches, Trinity, and Harris Rivers before reaching Houston.

Galveston and Houston.

Turning southward from Houston, we shall proceed over the Gulf, Colorado & Santa Fe Railway, a distance of fifty-three miles, to Galveston. The city is the commercial metropolis of Texas, and is situated at the northeast extremity of Galveston Island. The streets are wide and handsomely laid out, and a magnificent beach, which borders the city on one side, is a great resort of both citizens and visitors. The

public buildings are handsome and imposing, and some of the mercantile establishments are very extensive. Important harbor improvements are here in progress.

Returning to Houston in the afternoon we shall pass several hours in that enterprising city. Cotton presses, oil mills, breweries, and ice factories may be readily visited. Houston, like Galveston, is enjoying an era of developement. Its public improvements are on a generous scale, and there is a general air of thrift and substantial progress everywhere to be seen.

San Antonio.

Turning westward from Houston, we continue over the Southern Pacific Company's line, and, passing through Rosenburg, Columbus, Glidden, Schulenburg, Luling, Seguin, and other prominent towns, reach San Antonio the following morning There will be here ample opportunities for sight-seeing. San Antonio, which has played a more important part in the history of Texas than any other place in the State, is a handsome and growing city, with a strange commingling of American and Mexican life and customs. Two small streams, the San Antonio and the San Pedro, flow through the centre of the city. The Alamo, where Santa Ana cruelly slaughtered Travis, Bowie, Davy Crockett, Evans, and their little band of patriots — 144 men altogether — while the besiegers numbered 4,000, is on the plaza of the same name. The Alamo was built by the Franciscan fathers (in 1741), and, like most of the missions of those days, combined the characteristics of the fortress with those of the church, to better resist the dreaded attacks of Indians. Several other missions were established near San Antonio; viz.: San Jose de Aguayo (1718), La Concepcion (1731), San Juan Capistrano (1731), and San Francisco de la Espada (1731). All are now in ruins. La Concepcion and San Jose, two miles and four miles below the city respectively, are especially

interesting. The military headquarters of the Department of Texas, one of the finest military posts in America, are situated on Government Hill. There are two plazas in addition to the one in front of the Alamo — Main and Military — and all three present an animated scene in the evening, when the Mexican population gathers there in large numbers. The historic cathedral of San Fernando, where Santa Ana had his headquarters in 1835 and '36, stands between the Main and Military plazas. The city contains several fine modern buildings, including an opera house and club house erected a few years since, on the west side of the Alamo plaza, and a particularly handsome post office.

A long stretch of valuable country, which is gradually being settled, lies west of San Antonio. We pass through the cattle section, and there are many important shipping points along the railroad line, together with numerous ranches.

Entering Mexico.

Leaving Eagle Pass in the evening, our train will proceed across the International Bridge to the opposite shore, where the Mexican tour will fairly be entered upon. The republic of Mexico comprises twenty-seven free and independent States, one Federal district, in which the national capital is situated, and two Territories — Lower California and Tepic, formerly part of the State of Jalisco, and later a military district. The country extends from north latitude 32 degrees, 29 minutes, 45 seconds (the extreme northern boundary at the Pacific Coast), to north latitude 15 degrees; and from 12 degrees, 18 minutes, 46 seconds of east longitude to 18 degrees, 6 minutes, 15 seconds of west longitude, the City of Mexico (in west longitude from Greenwich 99 degrees, 5 minutes, 25 seconds) being taken as the meridian point. Within these limits is inclosed a superficial area of 1,957,912 square kilometers, or 766,000

square miles, its greatest length from northwest to southeast being 1,973¾ miles, and its greatest width — on the 26th degree of north latitude — about 750 miles. The minimum width, at the Isthmus of Tehuantepec, is 140 miles. Its line of frontier with the United States extends 1,789½ miles, and its southern frontier (adjacent to Guatemala and Balize) 532 miles; while its coast line has an extent of 5,781 miles — 4,168 upon the Pacific Ocean and the Gulf of California, and 1,613 miles along the Gulf of Mexico and the Caribbean Sea. The population of Mexico was set down in 1882 at 10,001,884, of which 19 per cent, or 1,882,522, belonged to the Caucasian race; 38 per cent, or 3,765,044, to the native Mexican or Indian race; and 43 per cent, or 4,354,318, to the mixed race.

We first enter the State of Coahuila, which, with its 50,890 square miles, is the fourth largest division in the Mexican confederation, the States of Chihuahua and Sonora and the Territory of Lower California being larger in the order named. In point of population, Coahuila, with its 183,325 inhabitants, stands twentieth. Its capital, Saltillo, has a population of 25,000; and Ciudad Porfirio Diaz, where we begin our journey through the republic, with 4,189 inhabitants, is its sixth town in size.

The Mexican International Railroad.

The first stage of our journey through Mexico lies over the newly completed line of the *Ferrocarril Internacional Mexicano*, which extends from Ciudad Porfirio Diaz southward through Coahuila to Jaral, 255 miles, and then westerly to Torreon (also within the State of Coahuila), 128 miles farther. At the latter point, which is near Lerdo, it connects with the Mexican Central Railway, 518 miles from El Paso, Tex., and 706 miles from the city of Mexico. The International forms a part of the Southern Pacific Company's wide-spreading system, and is an important line for New Orleans and

southwestern travel. The journey over this line occupies about nineteen hours. The section of Mexico first seen is its most arid and unproductive region, although along its valleys and about the *lagunas* there is much fertile soil. Nothing of scenic interest or importance is lost by making a large part of the journey by night. Ciudad Porfirio Diaz has an elevation of 722 feet above sea level, and the road makes a gradual ascent until the great Mexican plateau is fairly reached near Jaral. The grade of the railway does not in any place exceed 1 per cent, or fifty-two feet per mile. Sabinas, seventy-two miles from the Rio Grande, on the river of the same name, is the principal station of the bituminous coal region, which extends over an area of forty by sixty miles in and adjacent to the Sabinas Valley. There are also large deposits of magnetic iron ore near here. A branch line extends from Sabinas to Hondo, thirteen miles, and is being pushed through to Lampazos. Monclova, which will be reached in the morning, is one of the oldest towns in the State and the fifth in point of size. It was so named in honor of Melchor Portocarrero Lazo de la Vega, Count of Monclova, twenty-ninth Viceroy of Mexico (1686–1688), who began the colonization of Coahuila; and formed the capital of Coahuila and Texas when they were united in one State. It is the centre of a varied and extensive mining region. Saltillo is forty-two miles east of Jaral, and a branch railway line to that city is in process of construction. Another important town, Parras, situated sixteen miles south of Paila and having over 6,500 inhabitants, is also to be united to the main line by a branch railway.

The Mexican Central Railway.

At Torreon, which will be reached in the afternoon, our train will enter upon the *Ferrocarril Central Mexicano*, or Mexican Central Railway, upon which we are to continue through to the City of Mexico. The main line of this important road extends from the City of Juarez, on the Rio Grande, to the City of Mexico, a distance of 1,970

kilometers (1,224 miles). It has branch lines in operation from Silao to Marfil, from Irapuato to Guadalajara, from Aguascalientes to San Luis Potosi and Tampico, on the Gulf Coast, and another under construction from Guadalajara to San Blas, on the Pacific Coast. The main line runs nearly through the central part of the country, and lengthwise of its elevated table-land from the United States border to its capital, passing through ten of the most important States, and entering the Federal district. It is a standard-gauge road, and is, in fact, an extension of the great Santa Fe Railway system, which reaches toward both the south and the west from the far-away Missouri River. Both these great roads were principally the outgrowth of Eastern enterprise and capital. The Mexican Central was aided by government subsidies, and has been built in a thorough and substantial manner, creditable alike to those who have had the direction of its affairs and to those who carried out the details of its construction. Though nominally begun in June, 1880, but little work was done that year. The first train crossed the border from El Paso, Tex., Aug. 2, 1882, and the road was finished to Chihuahua in September of the same year. While the northern end was being built, workmen were engaged upon the southern extremity of the line, and made rapid progress. In November, 1882, the locomotive had reached Silao, and the branch line had been constructed to Marfil, near Guanajuato. Jan. 1, 1884, found over 1,050 miles of completed track; and on the 10th of April, 1884, the roadway between the City of Mexico and the Rio Grande was opened to traffic for its entire length.

From Torreon to Zacatecas.

We enter upon the Mexican Central Railway five miles south of Lerdo and 518 miles from Ciudad Juarez. We are here just south of the Rio Nazas and at the southern extremity of the Mapimi Basin, as the laguna section is called. In this basin cotton, sugar-cane, corn, and wheat are grown, but north and south of the "cotton

belt" the appearance of the soil is sterile. Cattle and sheep are raised in large numbers along this part of the Mexican Central Railway. On a single ranch not far from the Villa Lerdo are over 50,000 sheep. As we continue southward along the borders of Coahuila and Durango, we approach quite near the mountains, notably at Jimulco, where a bold peak rises not far away to the height of 10,280 feet above the sea level, over 6,000 feet above the plain. At Picardias the railway crosses the Aguas Nevadi. Our route lies through several very extensive *haciendas*. A very large part of Mexico is held in large estates by individuals, many of these tracts being hundreds of square miles in extent. Fresnillo, thirty-five miles north of Zacatecas, is an ancient mining place, dating back to the reign of Luis de Velasco, the second Viceroy of Mexico (1550–1564), who emancipated 150,000 Indians held as slaves by the Spaniards. The mines are now flooded, and have not been worked for many years.

Zacatecas.

This city, the capital of the State of the same name and the centre of the third great mining district of Mexico — Guanajuato and Catorce only outranking it in the value of its output,— is picturesquely crowded into a little ravine or basin, high up in the mountains, 8,265 feet above the sea level, or nearly half a mile above the level of the surrounding plain. Its mines were discovered in 1545, and it received the title of a city in 1585 from Philip II. of Spain. The present population is about 30,000, according to Janvier's Guide. Little is seen of Zacatecas until the place itself is reached; but the railroad winds about the hills and among its many mines, treating the traveler to a succession of fine views. A climb of the *Bufa*, a bold porphyritic ridge which rises about 500 feet above the *Plaza de Armas*, discloses a magnificent prospect not only of the city and neighboring hills, which are honeycombed with mines, but also of the far-stretching plains in the direction of Fresnillo, and the main range of the Sierra

Madre. Zacatecas is a quaint and interesting place, full of strange sights for the foreigner. A tramway leads from the station into the city. In a central situation are the market-place, the Cathedral (the *facades* of which are elaborately carved in stone, while the interior is also beautifully finished), two attractive plazas, or squares, the State and municipal palaces, the Mint, etc. Everything worth seeing in the city and many of the mines are within walking distance of the chief plaza. Vegetables, firewood, ores from the mines, and all sorts of merchandise are brought over the hills on the backs of *burros* or in primitive carts or *carretas*. Water is conveyed into the city by an aqueduct, and then distributed from the fountains by *aguadores*, or water carriers. The market and public places are thronged with strangely attired groups, and at all hours of the day the streets present an animated aspect. On the *Bufa* is a small chapel, — the *Capilla de la Bufa* (originally established in 1728 and rebuilt in 1794),— and on this same hill, March 2, 1871, a battle was fought between the Liberals and their opponents, the Juarez forces being led by General Sostenes Rocha, and the opposing troops by Generals Treviño and Trinidad Garcia de la Cadena. The dwellings and shops of the city are built mainly of stone, and are two and three stories in height. A visit will be paid to the neighboring town of Guadalupe. The ride thither by tramway is quite exciting, the cars being allowed to descend the inclined road, some five miles, by the power of gravitation. Guadalupe is a neat and clean town with fine gardens, and contains a very handsome church dedicated to "Our Lady of Guadalupe." An orphan asylum and a college, the *Orfanatorio de Guadalupe*, established by General Garcia de la Cadena in 1875, in the old convent, is one of the most important charitable institutions in the republic. More than 1,000 orphans are maintained here. Our first party will visit Zacatecas coming north, the second and third parties going south.

From Zacatecas to Aguascalientes.

The descent from Zacatecas southward is even more picturesque than the ascent on the north side of the city. The railway winds around the hillside, above a deep ravine, on the opposite side of which rise the rugged steeps of the *Bufa*. Mines and reduction works are scattered about the valley and up the mountain sides, the latter resembling fortresses more than anything else. The traveler looks down upon the roofs of Guadalupe and upon the checkered dome of its fine church. Reaching the plains beyond, another ascent is made over a slight ridge, and then for a considerable distance the roadway is comparatively level. Near Soledad are a number of small lakes where salt and carbonate of soda are obtained. The mountains are seen in sharp ridges and detached masses, and in the distance upon the left are several high peaks. The distance from Zacatecas to Aguascalientes is only 121 kilometers, or seventy-five miles. Just before reaching the latter city the road crosses the Rio Brazos Santiago.

Aguascalientes.

This city, founded in 1520, is one of the prettiest in all Mexico and the capital of the small but influential State of the same name. The city is handsomely laid out in squares, with many fine buildings and luxuriant gardens, and its population is about 22,000. There are several beautiful public squares, the chief of which are the *Plaza de Armas* and the gardens of San Marcos and Guadalupe. The two former contain palms and many other trees, some of which have beautiful flowers, and the latter flowering plants. The Plaza also contains a fine monumental column. The *Parroquia* and several of the minor churches are well worthy a visit, and the markets are not only commodious and clean, but are supplied with a great variety of tropical and semi-tropical fruits. There is a tramway leading from the station to the Plaza and

the *Jardin de San Marcos*. Other points of interest are readily reached on foot. The hot springs, from which the city and the State have taken their name, are situated about two miles east of the town, or a mile east of the station, at the terminus of a beautiful *alameda*. The principal baths are a short distance west of the station, but the populace disports itself generally in a little canal which extends along the *alameda*. Hundreds of people are often seen bathing in this little stream.

From Aguascalientes to Leon.

The next stage of our journey will bring us 105 miles farther into Mexico, or 831 miles from Ciudad Porfirio Diaz, to the large and important manufacturing city of Leon, which, with its 80,000 or more inhabitants, is the third largest place in the republic. Thirty miles from Aguascalientes the railroad is carried across the Rio Encarnacion upon a fine bridge. The river here flows through a deep ravine, and the bridge is at an elevation of 150 feet above the stream. The State of Jalisco is entered a short distance north of Encarnacion. This is one of the Pacific Coast States, and the only one entered during the journey to Mexico. The railroad crosses its eastern extremity for a distance of between sixty and seventy miles, and then enters the State of Guanajuato between the stations of Pedrito and Francisco. This section is very fertile, and there are many fine *haciendas* along the route. Lagos, thirty-nine miles beyond Encarnacion, is a city of 13,500 inhabitants. Leon is thirty-seven miles beyond Lagos and a dozen miles or so across the Guanajuato State line.

Leon.

Leon, like most other Mexican cities, lies at some distance from the railroad, and there will be a transfer by tramway from the station to the Plaza. The Plaza itself, the new and old markets, the theatre and the cathedral, are the main objects of interest

within the city, although some of the lesser churches may also be found interesting. The carved wooden images within some of the churches are considered fine specimens of that class of work. The *Calzada*, or *Paseo*, about a mile from the main plaza, is a finely shaded triple avenue flanked by rich fields and gardens. The party will be conveyed there and back by tramway. The manufactures of Leon are largely leather and leather goods, and especially boots, shoes, and saddles. Many of the *huaraches*, or leathern sandals, worn by the poorer classes, are made here. Another industry is the weaving of the blue *rebozos*, or shawls, which are everywhere worn by the women of Mexico. There are some fine buildings in Leon, but the number is few in comparison with the size of the city. Most of the dwellings and many of the shops are only one story in height. Except in the outskirts and the very poorest sections, where *adobe* huts prevail, the houses are of stone. The gardens of many of the poorer residents in the outskirts of the city are fenced by rows of the organ, or tree-cactus, which present as impenetrable a barrier as a barbed-wire fence.

From Leon to Silao and Guanajuato.

Twenty miles southeast of Leon lies the attractive little city of Silao, from which a branch line extends eastward about fifteen miles to Guanajuato, the capital of the State of the same name, and, like Zacatecas, an ancient mining town. Silao has several fine churches, and both in and near the town are many handsome gardens. The steam railway extends from Silao to Marfil, a suburb of Guanajuato, and the remainder of the way, up a narrow and steep ravine, is covered by a tramway. The railway winds up the hillsides, and some fine views are opened across the plains below, beyond which the mountains are seen. Some of the near peaks are quite picturesque in form. The road was opened to this point, amid great rejoicing, on the 22d of November, 1882.

Guanajuato.

Situated 926 feet above Silao, or 6,836 feet above the sea, and occupying a narrow ravine, or *cañada*, upon each side of which are high, rocky cliffs, is the famous old city of Guanajuato, founded by the Spaniards in 1554, and now a place of 52,000 inhabitants. Silver mining was begun here in 1558, and the *Veta Madre* is still the richest ore vein in Mexico, the district ranking first in the amount of production, after having been worked constantly for over three centuries. It is claimed that the product of the Valenciana mine, which is situated in the mountains northeast of the city, has been $800,000,000. The processes of mining and reducing the ores are of the same primitive sort employed over 300 years ago. There are fifty mills for crushing and reducing silver ores in Guanajuato, all of which are worked by horse or mule power except one. Many of these mills, some of them very ancient, are seen on the road from Marfil, being huge fortresses of stone, which have more than once in years past repelled bands of robbers.

No city in Mexico is more quaint or picturesque. Entering at Marfil the rocky *cañada*, the bottom of which barely affords room for the road and the little Rio Guanajuato, which has been walled in to save every inch of space, the visitor passes between tiers upon tiers of *adobe* or stone mills and houses, which seem to have grown out of the earth itself. A turn of the road brings the purple or yellow dome of some ancient church into view, or some little patch of green with waving cypress or graceful palm; and anon the rugged walls are so steep that no living thing — not even a Mexican — can cling to the rocks. All at once you are in the heart of a busy, bustling city. The streets are steep and narrow, and stairways communicate in many places from one terrace to another, reminding one of the mountain cities of Switzerland. The large churches, and especially the chief place of worship, that of *La Parroquia*, have their

porches on high *longas*, or platforms, above the street level. There is a small but handsome plaza, and in the upper part of the city, on either side of the *presas*, or reservoirs, are terraced drives and walks, bordered by elegant private residences. The street scenes are peculiar. The market overflows its narrow limits into the surrounding thoroughfares, and the pedestrian must be wary to avoid toppling over the little piles of dry goods, fruits, or vegetables displayed by the pavement merchant. Unless there chance to be a Sunday bull-fight in the city or at Marfil, to draw away the crowds, the thoroughfares are so thronged that the stranger may choose the middle of the roughly paved roadway. The buildings are ancient, and each floor is paved with stone tiles; while ponderous stone steps lead from one to the other. From a mountain above the city is obtained a beautifully variegated sandstone, of all the colors of the rainbow, blue, pale green, and chocolate predominating; and of this handsome material many houses of the better sort have been constructed. The old Alhondiga, or Castle of Grenaditas, is used in part for a school, and in part for a *carcel*, or prison. It was in this building that the Spaniards intrenched themselves and withstood a long siege when the city was attacked in 1810 by the patriot priest Hidalgo and his Indian forces. Finding it impossible to carry the fortress by storm, a brave Indian, it is related, took a large flat stone upon his back, and unharmed by the bullets rained upon him from above, reached the castle gates, and set them on fire. The garrison was put to the sword. The year following, Hidalgo was defeated by the Spaniards, and fleeing to Chihuahua, was captured and shot. His head and those of his three companions — Allende, Aldama, and Jimenez — were then brought to Guanajuato, and hung upon hooks at the four corners of the castle. The victorious Calleja also took terrible vengeance upon the inoffensive inhabitants of Guanajuato for harboring the insurgents, and slaughtered them without mercy until the fountains of the city ran with blood.

From Silao to Querétaro.

Resuming our journey over the main line of the Mexican Central Railway, we continue our ride across the State of Guanajuato, which we traverse for upwards of 100 miles. The region is generally fertile and well cultivated, and a number of flourishing towns and cities are situated on or very near the railway; while numerous *haciendas*—the buildings resembling fortresses quite as much as dwellings—are seen in the stretches of rich country which lie between. Two crops of wheat or grain are grown annually on many of the fields, irrigation being necessary, however, everywhere. The region is known as the *Bajio*, and is famous for its agricultural richness as well as for the ravages it underwent during the Civil War. Irapuato, nineteen miles beyond Silao, is the junction point of the main line of railway and the branch to Guadalajara, which will be visited by the first party on the outward journey and by the second and third parties on the return. For a description of Guadalajara see page 87. Irapuato is an old market town, and is noted among railway travelers as a spot where fresh strawberries are sold at the trains every day in the year. Salamanca, thirteen miles beyond, is a city of about the same size, with several growing industries; while all around are rich fields and gardens. Among its manufactures are leather garments and gloves, and *sombreros* of straw, all of which can often be purchased of boys at the trains. Salamanca also exports kaolin and white clay. Celaya, twenty-five miles farther on, is a city of about 30,000 inhabitants, largely interested in manufactures. It contains extensive cotton mills, woolen mills, and bleacheries. It has also a dozen churches. It is here that the Mexican Central intersects the Mexican National (narrow gauge) line. Celaya is the last important place in the State of Guanajuato; and a short distance beyond the station of Mariscala, which is seventy-four miles southeast of Silao, the road crosses the line of the

State of Querétaro, the smallest State in the Mexican Republic except Tlaxcala, Morelos, Colima, and Aguascalientes.

Querétaro.

This city, the capital of the State of the same name and one of the most beautiful cities in all Mexico, is charmingly situated in a fertile valley. Its population, according to Janvier's Guide, is about 47,000. It was founded by the Aztecs about 1445, and conquered by the Spaniards under Don Fernando de Tapia, a lieutenant of Cortes, in July, 1531. Viewed from an elevation — the *Cerro de las Campanas*, for example — it presents a lovely picture. Its churches are numerous and imposing, and their shapely, bright-colored domes and towers are prominent objects. The little Rio Otra Banda flows through the town, affording the means of irrigation to its outlying fields of wheat and corn; and water is also brought in from the mountains by means of an aqueduct, some of the arches of which are ninety feet in height. There are several small but handsome plazas containing palms, banana trees, and other rare vegetation; and one of them displays also a statue of the Marquis del Villar de la Aguilar, who defrayed most of the expenses of building the aqueduct. There are numerous public fountains about the city, in the plazas and streets, and some of them are very picturesque. In the outskirts of the city, near the station, is a fine *alameda*. The streets are narrow and winding, but generally neat and clean. In some parts of the State of Querétaro opals are found in great abundance, and the precious stones are frequently sold about the streets of the city and at the station. This city is noted for the great religious devotion of its people, and there were formerly a number of convents connected with the leading churches. These were confiscated by the government, together with all the other convent property in Mexico, in 1857. Of the churches, the Cathedral of San Francisco and that of Santa Clara are the finest.

The city has a melancholy interest on account of its connection with the closing events of the Archduke Maximilian's reign in Mexico. It was here that Maximilian sustained a siege against the Liberal forces under General Mariano Escobedo, which resulted, through the supposed treachery of his bosom friend, Colonel Miguel Lopez, of the empress' regiment, whom he had just made a general, in his surrender to Generals Palacio and Escobedo, on the 19th of May, 1867. Maximilian had removed from the convent of Santa Clara to that of *La Cruz*, and in the latter was confined as a prisoner until his execution with Generals Miramon and Mejia, upon the side of the *Cerro de las Campanas*, June 19 of the same year. Efforts were made to save Maximilian from the mandate of the court martial ; and the Princess Salm-Salm is said to have ridden to San Luis Potosi, the seat of the republican government, 160 miles distant, to intercede with President Juarez, who, however, remained inexorable. The place where the emperor and his companions were shot is marked by three crosses bearing their names. Querétaro was the scene of another important historical event; it was here that the treaty of peace between Mexico and the United States was finally ratified by the Mexican Congress in 1848.

South of Querétaro the railway passes under one of the arches of the massive aqueduct which supplies the city with water, and also near the famous Hercules cotton mill, owned by the Rubio family. This establishment was begun in 1840, and has cost, with its grounds, improvements, and machinery, $4,000,000. Quite a large tract is inclosed by a high wall ; and as the mill gives employment to 1,800 operatives, there is quite a large dependent town. The owners reside here, and the grounds about their dwellings are handsomely laid out with artificial lakes, fountains, and statues. Both water-power and steam-power are used, and in connection with the former is one of the largest overshot wheels in the world, fifty feet in diameter. The product of the

mills is an unbleached cotton cloth called *manta*, which is converted into outer garments and worn to a wide extent by the male laborers throughout Mexico.

From Querétaro to the City of Mexico.

On resuming their journey from Querétaro, the travelers will continue southward toward the City of Mexico, which is 245½ kilometres, or about 152½ miles, distant. Beyond Querètaro is a rich and fertile valley, on the opposite side of which, thirty-four miles distant, is the flourishing city of San Juan del Rio, containing about 18,000 inhabitants. Just beyond that place the road passes out of the State of Querètaro into that of Hidalgo. For a considerable distance it continues to course along the boundary line between the States of Hidalgo and Mexico, entering each of these States no less than three different times before the Federal district is reached. Beyond the broad plain of Cazadero the road climbs the mountains, and just east of Marquez station the elevation is 8,134 feet. From Marquez there is a descent of 1,476 feet to Tula, which is twenty-six miles distant. The Tula Valley is rich in foliage and flowers, and presents a very beautiful and attractive appearance.

Tula has but few evidences of its ancient importance, although there are ruins upon the neighboring hills. In the year 648, according to Prescott, who follows the native historian Clavigero, the Toltecs arrived in this valley and commenced the building of their city. They abandoned it in the year 1051, and the Chichimecs took possession in 1170, and eventually the Mexicans in 1196. Here the Mexicans dwelt 129 years, and then founded the City of Mexico. When the Spaniards appeared, they established one of their important cities here; and the cathedral, now standing, dates from 1553. A wall that once served the purposes of defense surrounds the cathedral.

Prescott states that the Toltecs were the first people of whom we have traditions coming from the north. They were well instructed in agriculture and the mechanic

arts, and invented the complex arrangement of time adopted by the Aztecs. The noble ruins of religious edifices and other structures are attributed to this people. Their shadowy history reminds one of those primitive races who preceded the ancient Egyptians. After four centuries the Toltecs disappeared as silently and mysteriously as they came. Many of the buildings now existing in Tula are doubtless constructed of stones taken from the ancient ruins. Quetzalcoatl, "the Feathered Serpent," or "God of the Air," one of the chief deities worshipped by the Aztecs, but finally driven out of the land, was of Northern or Toltec origin, and by some writers was supposed to have been a Toltec sovereign. He is said to have incurred the wrath of the other gods by opposing human sacrifices. *Pulque*, the national beverage of Mexico (made of the fermented juice of the maguey, or *Agave Americana*), it is asserted, was discovered near Tula in the reign of Tecpancaltzin (between 1042 and 1094). Papantzin, one of the nobles of the tribe, sent some as a gift to his sovereign, who forthwith fell in love with Papantzin's daughter, who had been made the cup-bearer — a circumstance which led, as the Indian historian Ixtlilxochitl avers, to the downfall of his race, since his kingdom was destroyed in the reign of his son.

At Tula we are fifty miles from Mexico and 691 feet below it. We are already within the outer rim of the valley of Anahuac, or Mexico. The surroundings are picturesque, since many high mountains rise at no great distance. The great snow-covered mountains Popocatepetl and Ixtaccihuatl — 17,809 and 15,700 feet high, respectively — lie beyond the City of Mexico, on the opposite side of the valley from where we enter. The railway passes through several small towns and cities, including El Salto, Huehuetoca, Cuautitlan, Lecheria, and Tlalnepantla; and also through the famaus *Tajo de Nochistongo*, which lies between the two places first mentioned, about thirty-three miles from the capital. This ancient cut, or canal, was made by the

Spaniards to drain the lakes of the valleys, which had several times overflowed their banks, inundating the city. It was designed to reduce the waters of Lakes Texcoco, Zumpango, and Cristobal, and first took the form of a tunnel. The work was begun in 1607, and, with the aid of 15,000 Indians, finished in September, 1608. Scarcely had the waters begun to flow when it was found that the tunnel was too small, and the choked aperture was soon a mass of ruins. Various schemes were devised to enlarge the canal, and finally a theory was started that the peril from the lakes was not as great as had been represented. Under the direction of one engineer, employed by the government, the *desagüe* was closed, causing the waters to return to the lakes; and a series of heavy rains occurring about the same time, Mexico was flooded for the space of five years, from 1629 to 1634, during which time there was great suffering on the part of the inhabitants. The engineer was meanwhile thrown into prison. Various projects were devised to finish the canal, but it was not until over a century had passed that the work was accomplished; and, indeed, it has never been finished in accordance with the designs of the early engineers. A river was diverted into it, and the Lake of Zumpango was drained; but the other lakes remain, although they are constantly decreasing through evaporation. The entire length of the *Tajo de Nochistongo* is about twenty kilometers, or about twelve and three-quarters miles. It is from 131 to 164 feet in depth, and from 262 to 328 feet broad. When the Mexican Central Railway was built, Chief Engineer Howard Schuyler found the most practicable route to lie through, or rather along, the side of this famous old canal. It only required the cutting away of a portion of the easterly bank to construct a shelf for the roadway; and from this perch the passenger looks down into the cut. Although some evidences of the ancient tunnel remain, the depression appears more like a natural *barranca*, or cañon, than an excavation by the hand of man.

The City of Mexico.

The time to be passed within the Mexican capital will be ample for leisurely visits to all the points of interest both within the city and to neighboring places, and there will be no reason for the visitors to feel hurried or to invite fatigue by attempting to crowd too much exertion into a single day. There is much to be seen in this ancient capital, and we have planned to give our patrons what few strangers give themselves; to wit. sufficient time to visit all the points of interest without fatigue. During its stay the party will make its headquarters at the Hotel Iturbide, which is centrally located on San Francisco street, the leading thoroughfare of the city, and a short distance from the *Plaza Mayor*. The building was erected by the wealthy Spanish Marquesa de San Mateo Valparaiso, in the last century, and was afterward the palace of the Emperor Augustin de Iturbide. The hotel is owned by Señor Felipe Iturbe, and is under the management of Señor Jose Maria Erazo. The Mexican Central Railway enters the Buena Vista section of the city, and there will be a transfer to the hotel.

The history of Mexico is very interesting, but we have not space to refer to it here at any length. The City of Mexico, or Tenochtitlan, as it was then called, was founded by the Aztecs, who arrived in the valley toward the end of the thirteenth century. Their first monarch was Huitzihuitl, who died in 1318. The city was built upon an island in Lake Texcoco, which was then much larger than it is now. Some modern writers claim that it was not on the site of the present city, but fifteen miles west. In 1327 they decided to occupy the eastern shore of the lake, and two monarchies were founded — Tlaltelolco and Chapultepec. In 1438 the fifth and last king of the former tribe was conquered by Moctezuma or (Montezuma), seventh king of Chapultepec, who became the first emperor of Mexico. Montezuma II., the fifth emperor of Mexico, was on the throne (from 1502 until 1520) when the Spaniards arrived. After the visits

of Cordova and Grijalva to the Gulf Coast (in 1517 and 1518) Hernando Cortes landed April 21, 1519, and entered the capital November 8 of the same year. Montezuma's death occurred the succeeding year (June 30, 1520), and the day succeeding the Spaniards were driven from the capital. The battle of Otumba occurred July 8, 1520. May 20, 1521, the Spaniards again laid siege to the City of Mexico, and on August 13 of the same year the capital was surrendered and the Aztec empire fell forever. Guatemotzin, the reigning emperor and the seventh Mexican ruler, was put to death by torture. The Spaniards reigned 300 years,—until September 27, 1821,—when Mexican independence was consummated. Since then Mexico has had various forms of national government, and has twice been under an emperor. The republican form of government has prevailed most of the time, and the present honored chief executive of the nation, General Porfirio Diaz, is occupying the presidential chair for his fourth term.

The City of Mexico of to-day is a large and handsome place of 300,000 inhabitants. The streets are straight, intersecting each other at right angles, and are well lighted at night, both gas and electric lights being employed. Some of the avenues are broad and really magnificent. The houses are well built of stone, and many of them have their fronts beautifully sculptured and ornamented. Nearly all are in the Spanish style, with a *patio*, or open courtyard (sometimes two), reached through a large door in front, with the apartments opening from arcades or galleries upon the four sides. The shops, however, are generally in front, with a direct approach from the street. In many cases the *patio* is adorned with trees, flowers, fountains, and statues. The roofs are chiefly flat and the houses are wholly devoid of chimneys.

There are a number of fine public squares, the chief ones being the *Plaza Mayor*, with its finely shaded and elegant *zocolo*, where concerts are given by the military

bands at least twice a week besides Sundays, and the *Alameda*, a large space in the centre of the city, also well shaded and containing several fountains. The *Paseo de la Reforma*, or *Calzada de Chapultepec*, constructed by the order of Maximilian, is a spacious and handsome avenue which leads out to the Castle of Chapultepec. It is over two miles in length, and comprises driveways and a promenade which is lined with seats. An equestrian statue of Charles IV. stands at the entrance, and there are six circular spaces called *glorietas*, each 400 feet in diameter, wherein monuments to eminent men are to be erected. In the first circle is a magnificent monument and statue of marble and bronze erected in honor of Columbus; the second contains a statue of Guatemotzin, the last Indian emperor; and another is to be honored with a statue of Benito Juarez. The approach to the grand *paseo* from the *Plaza Mayor* is through the *Calle de los Plateros* and its continuations, the *Calles de San Francisco, de Corpus Christi* or *Hombres Illustres*, etc. The *Paseo de Bucareli*, named after one of the old Spanish viceroys who died in 1779, starts from the same point as the *Paseo de la Reforma*, but the latter is the fashionable driveway. The *Paseo de la Viga* is along the banks of the canal of the same name, which leads to Lake Xochimilco. The latter avenue is finely shaded, and is ornamented with a bust of Guatemotzin. There are many smaller squares than the ones named above, and several contain statues of eminent Mexicans. Among these are the *Jardin de Morelos* and the *Jardin de Guerrero*. The *Plaza de Santo Domingo* is in front of the church of the same name. The Cathedral fronts upon the *Plaza Mayor*. A finely kept garden is in front and on one side of the Cathedral, and in close proximity, is a pretty pavilion occupied as a flower market. The city is distinguished for its large and well-appointed scientific and literary establishments. There are various schools of a high order and a long list of hospitals and other public institutions. The shops are neat and attractive, especially in the neigh-

borhood of the Plaza and along the *Calle de los Plateros* and the *Calle de San Francisco*, with their tributaries. The streets are filled with crowds of all classes, and always present a novel and interesting spectacle to the stranger. Ladies and gentlemen as elegantly and fashionably dressed as one sees in any city of Europe or the United States, others wearing the picturesque costumes of the country, and the poorer classes in their *serapes*, *rebozos*, and *sombreros*, or perhaps in the white *manta* suits worn by porters and other workers, make up the crowd of promenaders; while *burro* trains carrying vegetables, charcoal, merchandise, etc., quaint looking carts from the country, Indians,— both men and women carrying loads to market on their backs,— gay cavaliers and carriages of all sorts fill the roadway. There are peddlers and hucksters of every degree, especially about the Plaza and in the vicinity of the markets. Beggars there are also, but the number is by no means so great as one encounters in many European cities. The Plaza on a Sunday or on a concert night is very brilliant. The *Portales de Mercaderes*, on one side of the Plaza, and the *Portales de Flores*, on another, are crowded with stands and shops. The stranger finds the system of naming the streets somewhat confusing, inasmuch as the practice of giving a different title to a continuous thoroughfare at every block is followed to a considerable extent. Where the same name is retained for several blocks it is customary to call the streets First, Second, Third, and so on. The part of the street where the Hotel Iturbide is situated, for example, is First San Francisco street or *1 ra Calle de San Francisco*. Tramways radiate from the Plaza in all directions to different sections of the city and to the suburbs. There are also several belt lines.

The most prominent building in the city, both on account of its magnificent situation at the head of the Plaza and its truly grand proportions, is the Cathedral. This was built by the Spaniards, and occupies the site of the ancient *teocalli*, or temple of

sacrifice, reared by the Aztecs in honor of their terrible war-god, Mexitili, or Huitzilopoxtli, described by Bernal Diaz, the historian of Cortes' conquest. The human sacrifices in honor of this deity were numbered by tens of thousands, and it was customary to wage war upon other tribes in order to procure victims. Some writers say seventy or eighty thousand persons were slaughtered on the famous Sacrificial Stone, which may be seen in the National Museum, together with the hideous stone effigy of Huitzilopoxtli, both of which were ordered to be buried by the early Spaniards, and afterward dug up in the Plaza. Another interesting relic of the Aztecs is the celebrated Calendar Stone, lately removed from the wall of the Cathedral to the Museum. The first Cathedral was built in 1530, after Cortes caused the destruction of the heathen temple. This proved too small, and by order of Philip II. it was pulled down to give place to the present edifice. This was begun in 1573 and finished in 1667. Its cost was nearly $2,000,000, a sum that would represent a much greater value in modern times. The building is 426 feet in length and 200 feet in width; and ninety quadruple pillars, each thirty-five feet in circumference, support its roof, which is 175 feet high. The twin towers are upward of 200 feet high. There are five naves, fourteen chapels and six altars, and these are independent of the *Sagrario*, the fashionable parochial church of the city, which, with its elaborately carved *façades*, stands to the right of the main entrance. In the chapel *De los Reyes* (of the Kings) lie many of the old Spanish viceroys. The Emperor Iturbide is also buried here. The high altar was once the richest in the world, and yet retains much of its magnificence, although the church was many times plundered. A balustrade surrounds the choir of a metal so rich that an offer to replace it with one of solid silver was refused. It weighs twenty-seven tons, and came from China in the early days. There are many paintings, some of which were produced by famous artists. The view from the towers is indescribably fine.

The whole extent of the main valley is seen, while the city, with its domes and towers, is spread out like a map. Lake Texcoco is in sight, and also some of the other bodies of water. The Plaza, with its noble surroundings of church and palace, is at the beholder's feet. The little elevation known as *El Peñon*, the heights and castle of Chapultepec, the town of Guadalupe, with its noble church, and numerous other villages lie scattered beyond the outer rim of city dwellings. A grand circle of mountains surrounds the valley, and dominant over all are the great snow mountains Popocatepetl and Ixtaccihuatl. The latter is also called "*La Mujer Blanca*," "The Woman in White," on account of its remarkable semblance to a reclining female figure. The great snow cone of the one — which towers nearly half a mile higher than Mount Blanc — and the long summit ridge of the other are lifted high above the neighboring peaks. The upturned face, the streaming hair, and the whole form to the feet of *La Mujer Blanca* can readily be discerned.

Among the other churches worthy of a visit are the following: Santo Domingo, fronting on the *Plazuela* of the same name, adjoining which is the building occupied for 250 years as the Palace of the Inquisition, and now a School of Medicine; Santa Teresa la Antigua, on the *Calle de Santa Teresa*; Santa Catalina de Sena, on the street of the same name; La Santisima, on the street of the same name; La Profesa, corner of Third San Francisco and San Jose el Real streets; San Juan de Dios, near the Morelos Garden; Santa Brigida, on the street of San Juan de Letran; San Hipolito, on the street of the same name, near the Alameda and on the site of the slaughter of July 1, 1520, the "Dismal Night"; Santa Vera Cruz, opposite the Alameda and fronting the Morelos Garden; and San Fernando, near the Guerrero Garden. Adjoining the latter is the burial-place of Benito Juarez, Vincent Guerrero, Ignacio Zaragoza, and Generals Miramon and Mejia.

The National Palace occupies the entire eastern side of the *Plaza Mayor*, with a front of 675 feet, and an entire length of 2,867 feet, if its various interior structures are included. It covers the site of the palace erected by Axayacatl, the royal sire of Montezuma II. It comprises the offices of the president of the republic, the government ministers, the military commandant, and the Treasury, the Meteorological Observatory, the Senate, the *Sale de Embajadores*, or Embassadors' Hall (an appartment 310 feet in length), the General Post Office, and the National Museum. The Embassadors' Hall contains portraits of Hidalgo, Allende, Morelos, Juarez, Diaz, Washington, and others, and a painting of the battle of Puebla (May 5, 1862). The building also incloses a botanical garden, with some rare trees and plants.

The entrance to the National Museum is on the *Calle de Moneda*, just beyond the Post Office, and the institution is open daily from 10.00 A. M. until 12.00 M. Its two greatest treasures are the Aztec Sacrificial Stone and the huge idol Huitzilopoxtli. The former is three feet high, nine feet in diameter, and elaborately carved upon both the top and sides; and the latter is eight feet in height above its pedestal. The great gilt coach which belonged to the Archduke Maximilian during his brief reign is in an apartment which opens from the *patio*. The chief collections are in the rooms above, and they are divided into three departments — Natural History, Archæology, and Bibliography. The National Museum was created in 1831, and was removed hither in 1865 by order of Maximilian, the building having previously been occupied as the Mint. The chief interest centres in the rooms devoted to antiquities. Here are many images, vases, and other relics from the ruins of Yucatan, Chiapas, and other parts of Mexico, together with numerous photographs. The Aztecs had thirteen gods of high rank and a legion of lesser deities, every noble having a right to six of his own. The shield of Montezuma and the standard of Cortes are to be seen

here, together with the armor of Pedro de Alvarado, to whom the famous leap is attributed. Another interesting object is the standard borne by the liberator of his country, Miguel Hidalgo. The silver service used by Maximilian at Chapultepec, and a great number of portraits of the Spanish viceroys and the later rulers of Mexico, are also to be seen. The Charnay collection of antiquities, the statue of Chaacmol, the tiger-king, discovered in Yucatan by Le Plongeon, and many other objects, are preserved in the museum, although not all are displayed to public view. A descriptive catalogue of the treasures of this interesting institution has been printed, and Mr. W. W. Blake, of Mexico, has translated the same into English. Mr. Blake's little pamphlet will be found invaluable to English and American visitors.

The Municipal Palace, or *Diputacion*, is on the south side of the Plaza and directly opposite the Cathedral. It rests upon a line of arcades, or *portales*, and contains the city offices, the police headquarters, etc. The police force of the City of Mexico is very numerous and efficient, and the streets are so well guarded as to be entirely safe both day and night.

The *Monte de Piedad*, or National Pawn Shop, an institution which was founded in 1775 by Count Regla, and now has branches in different parts of the city and in other places, is upon the *Calle de Empedradillo*, west of the Cathedral. The site was once occupied by the palace of Cortes.

At one corner of the Plaza, near the east front of the *Sagrario*, is a remarkable monument erected to commemorate the genius of Enrico Martinez, an illustrious Mexican engineer. Inscriptions and marks on the several faces of the column indicate the exact geographical position of the city, the measurements of the *metro* and the English yard, the elevation of the several lakes in the Valley of Mexico on a given date, and an automatic register of the varying heights of Lake Texcoco.

The Academy of San Carlos, or Museum of Fine Arts, so named in honor of Charles III., of Spain, is on the street of the *Hospital de Amor de Dios*, in the rear of the National Palace. It is open to the public from 10 A. M. to 12 M. There are several galleries of paintings, in which are works by Leonardo di Vinci, Murillo, Van Dyck, Velasquez, Titian, Perugino, Coglieti, Cano, Pietro de Cortona, Charles Vernet, and others of the old European schools; Baltasar de Echave, Jose and Luis Juarez, Miguel Cabrera, and others of the old Mexican masters; and such native artists of the modern school as Felix Parra and Velasco. Some of these paintings, including Parra's "Las Casas Protecting the Indians" and "The Massacre in the Temple," and Velasco's beautiful pictures of the Valley of Mexico, have been on exhibition in the United States. In the rooms devoted to sculptures are plaster groups of the Laocoön, the Apollo Belvedere, and other celebrated European works, which were brought to the capital over mountain roads in the old days.

The *Conservatorio Nacional de Musica* is on University street, near the National Palace and east of the chief market-place.

The *Bibliotica Nacional* is on the *Calle de St. Augustin*, and on the same street is the house that Humboldt occupied during his residence in Mexico. The library contains over 150,000 volumes, and is adorned with a number of fine statues. The building was formerly a church, and one of the handsomest in the city, open from 10.00 A. M. to 5.00 P. M., feast days excepted.

The Palace of Congress (formerly the Theatre Iturbide) is at the corner of the *Calles 1 ra del Factor* and *de la Canoa*. The Senate Chamber is in the National Palace. Both houses are in session twice a year, opening April 1 and September 15.

The Palace of Justice is on the *Calle de Cordobanes*.

The *Mineria*, or National School of Mines, is a large group of buildings with an

entrance on the *Calle de San Andres*. It contains collections of minerals and geological specimens. The buildings cost upwards of $1,500,000.

The *Casa de Moneda*, or Mint, is on the *Calle de Apartardo*.. The coinage at this establishment — one of the eleven mints of the country — amounts to five or six millions of dollars annually, or about one fifth of the whole coinage of Mexico. The silver coinage is largely in excess of the gold issue.

Among the other public buildings are the School of Arts and Professions — for women on Chiquis street, and for men on San Lorenzo street; Blind Institute, Encarnacion street; School of Correction, San Pedro and Pablo square; Belem Penitentiary, on the square of the same name; Industrial Orphanage, Tecpan de Santiago; Engineers' Institute, San Andres street; School of Jurisprudence, in the old Convent of La Encarnacion; Agricultural College, on the San Jacinto Hacienda; National Custom House, Santiago Tlaltelolco. The College of La Paz, or Vizcaynas, is on Vizcaynas street, and the Preparatory School on San Ildefonso street, in the old College of the Jesuits. The Geographical Society's rooms are in the School of Commerce, San Andres street.

A hospital for Americans has been established in the city by American residents and visitors, aided by one or two wealthy and liberal Mexican gentlemen. Contributions to the American hospital fund may be left with the Rev. John W. Butler, *Calle de Gante 5*.

There are two fine stone aqueducts leading into the city from the suburbs, one of which conveys *agua delgada* (thin or pure water) from the spring at Chapultepec, and the other *agua gordia* (thick water). The aqueducts lead to a great number of fountains, some of which are quite ornamental, and the water is distributed from these in earthen jars by *aguadores*, or water-carriers.

The markets always present an animated spectacle, and especially in the morning.

The chief market-place is near the Plaza and but a little distance from the canals which lead from Lakes Xochimilco, Chalco, and Texcoco. The *chinampas*, or so-called "floating gardens," are near the Indian villages of Santa Anita and Ixtacalco, on the Viga canal, a few miles out toward Lake Xochimilco. A great number of boats are kept at the landing near the beginning of the *Paseo de la Viga*, to take parties of pleasure-seekers up the canal.

The following suburban places are reached by tramway from the Plaza: Tacubaya, Hacienda "La Castaneda," Mixcoac, San Angel, Coyoacan, and Tlalpam, *via* Chapultepec; Tacuba, Popotla, Atzcapotzalco, Tlalnepantla, *via* San Cosme; and Guadalupe. Cars also go to many other points within the city and to all the railway stations. There are first and second class cars, flat cars and baggage cars for freight, and even funeral cars. Special cars are also used to convey the mails between the Post Office and the steam roads, and prisoners from one place of confinement to another. At Popotla is the famous tree of *Noche triste*, under which Cortes is said to have wept on the night of the expulsion of the Spaniards from the City of Mexico, July 1, 1520. It is a species of cypress, known to the Indians as *ahuehuete* and to the Spaniards as *sabino*. Its trunk is about ten feet in diameter. The road thither leads by the *Alameda* (the place where Alvarado is said to have made his leap), most of the residences of the foreign legations in the Buena Vista and San Cosme quarters, the Tlaxpana aqueduct, the American and English cemeteries, and the National Agricultural College. In the villages beyond Chapultepec are many fine residences and several pleasure resorts. The Astronomical Observatory, formerly at Chapultepec, is now at Tacubaya. Texcoco, the site of an ancient city of the Chichimecs, is reached by the Interoceanic Railway; and Amecameca, the starting point for the ascent of Popocatepetl, by the same line.

The leading theatres are the following: Arbeu, *Calle de San Felipe Neri;* Nacional, *Calle de Vergara*, at the end of the *Avenida Cinco de Mayo;* Principal, *Calle de Caliseo;* and Hidalgo, *Calle de Cocheras*. Opera is the favorite amusement, although dramatic performances are also given.

There are published in the City of Mexico no less than thirty-one newspapers, seventeen of which are issued daily, several of them being widely read and influential journals. Nearly all are printed in Spanish, but both the American and French residents have a representative press. There are two enterprising American papers. These are *The Two Republics*, a sprightly daily, of which Mr. J. Mastella Clarke is the publisher, and *The Mexican Financier*, an able weekly journal printed in both English and Spanish, of which Mr. Frederic R. Guernsey, formerly of the Boston *Herald*, is the publisher.

There are 126 Catholic churches and chapels in the city. The Protestant missions have the following interests: The Presbyterian Mission press is in charge of Rev. J. Milton Greene, D. D., *Imprenta Universal*, *Jardin de Morelos 1*. The Girls' School, in charge of Miss Annette M. Bartlett, is at *3 ra Providencia 6*. The Methodist Episcopal Mission, in charge of Rev. J. W. Butler, D. D., and Rev. L. C. Smith, Ph. D., is located at *Calle de Gante 5*. The Girls' School, in charge of Miss M. de F. Loyd, is in the *2 a Calle Independencia 12*. The Episcopal Church Mission is located in the *1 ra Calle Mina 6*, where Mrs. M. J. Hooker is in charge of the Girls' School. Rev. W. B. Gordon, superintendent of the mission, resides at *Num. 431 Calle Sur 16*. The Methodist Episcopal Church South has mission headquarters in *Calle Balderas 3*, Rev. J. M. Weems, D. D., in charge. The Baptist Mission and School is in charge of Rev. A. J. Steelman, *3 a Calle Humboldt Esquina de Mina*. There are religious services every Sunday in English at the following places: Methodist Episcopal,

Calle de Gante 5, at 10.15 A. M.; Episcopal Church, in hall of Y. M. C. A., entrance through Odd Fellows' Hall, *Calle de San Juan de Letran 5 3-4*, at 10.30 A. M.; Union Evangelical Church, *Calle de San Juan de Letran 12 1-2*, at 11.00 A. M.; the Y. M. C. A. services, in their hall, entrance by Odd Fellows' Hall, *Calle de San Juan de Letran 5 3-4*, at 8.00 P. M.

The Grove and Castle of Chapultepec.

There will be a special excursion to the Castle of Chapultepec. The castle occupies a noble position upon the summit of a rocky hill which lifts itself considerably above the neighboring plain, and is surrounded by a magnificent grove of old cypress trees, from which depend festoons of Spanish moss. There are walks and drives through the grove, and at the foot of the hill is the spring from whence the city derives its chief water supply, and also a monument to the cadets who fell in defense of the castle when it was attacked by the Americans in 1847. The castle occupies the site of Montezuma's palace. In rear of the hill is the ground where the sanguinary battle of Molino del Rey was fought at the time of the storming of the castle. A portion of the structure has been fitted up as a residence for President Diaz and his successors, and the rest is occupied as the National Military School. There are about 320 cadets, the full complement of the school, at the present time. The view from the ramparts and terraces is magnificent, comprising the city, with its many domes and towers, the surrounding fields and meadows, and the inclosing mountains, with Popocatepetl and Ixtaccihuatl standing proudly above all.

The Sanctuary of Guadalupe.

Another excursion to be taken by the party will be to the little city of Guadalupe-Hidalgo, situated about two miles north of the City of Mexico, across a cause-

way which is said to have existed when Cortes invaded the valley. It was upon the neighboring hill of Tepeyacac that the apparition of the Virgin Mary is said to have first shown itself to the poor Indian, Juan Diego, Dec. 12, 1531. The peasant was commanded to appear before Bishop Zumárraga of Mexico, and to convey her wishes that a church be erected on the spot. He was coldly received, and there were several other visitations, during one of which he was told to gather flowers from a certain place, and carry them to the bishop. This he did, plucking flowers from a spot previously barren; and when he cast the floral offerings at the feet of the bishop, the latter dropped upon his knees at beholding a representation of the Virgin, which had been mysteriously imprinted upon the *tilma*, or apron, of the Indian. A hermitage was first built upon the hill, and in the early part of the seventeenth century a magnificent church was erected, not upon the exact spot where the vision appeared, but upon the verge of the plain below. The *tilma* of Juan Diego, with the picture of the Virgin, hangs over the altar of this sanctuary. The chapel at the top of the hill was built later, and another chapel was erected near by, over a chalybeate spring, which is said to have gushed forth miraculously at the pressure of the Virgin's foot. The large church, which was erected at a cost of $800,000, has a beautiful interior. Some of the adornments are very valuable, an altar rail of pure silver, worth several hundred thousand dollars, being one of these objects of interest. Numerous *ex-votos* are hung upon the walls in the shape of pictures, crutches, etc., testifying to miraculous cures performed for the faithful. In front of the little chapel on the summit of the hill is a remarkable monument in the form of a mast and sails, carved from stone. It was the offering from a sailor who was protected in a storm at sea. When the Curate of Dolores, Don Miguel Hidalgo, raised the first cry in favor of Mexican independence, he displayed a standard upon which was painted the image

of the Virgin of Guadalupe. When Guadalupe was raised to the dignity of a *Ciudad*, or city, after Mexican independence had been achieved, it was given the added title of Guadalupe de Hidalgo. The treaty of peace between Mexico and the United States was signed here Feb. 2, 1848. On the 12th of every month high mass is celebrated in the church; and the 12th of December, the anniversary of the apparition, is observed as a pilgrimage day by the Indians, who come hither from all parts of the country, some walking from the City of Mexico on their knees. Among the illustrious dead buried here are Viceroy Bucareli, Colonel Obregon, and President Santa Ana. Chapels in honor of "Our Lady of Guadalupe" have been built in every Mexican city and in other parts of the world. The miraculous incident of the Virgin's appearance to one of the Indian race had the effect to readily convert the natives to the Catholic faith, and to-day the Indians are the most devout worshippers in that faith to be found in Mexico. In primitive times an Aztec divinity, Tonantzin ("the mother of gods"), was worshipped at a shrine where the *capilla del cerrito* of Guadalupe now stands.

An Excursion over the Mexican Railway.

Another excursion, and a more extended trip, will be made over the Mexican Railway. This line, which extends from the capital to the port of Vera Cruz, on the Gulf of Mexico, was opened for its entire length in 1873. It was the first railway constructed in the republic, having been begun in 1857; and portions of the line were opened at different times, the branch to Puebla, for instance, in 1869. On account of the great engineering difficulties experienced — for the road descends the mountains from the great central table-land to the coast — and the disturbed state of the country during the period of its construction, its cost, with equipment, amounted to $39,000,000. It is generally known as the "English road," inasmuch as the stock is owned almost exclusively in England. The scenery upon the line of the Mexican Railway is grandly pict-

uresque, while the city of Puebla and its neighborhood are historically interesting. To omit this trip would be to lose one of the most fascinating features of the Mexican tour.

Leaving the Hotel Iturbide, there will be a transfer to the station, from whence a special train will depart. Leaving the city in a northerly direction, and then circling round toward the northeast, the train passes out through the suburbs and over an ancient causeway by Guadalupe. The new Custom House is seen upon the right and the race track upon the left, as are also the churches and the quaint monument of the mast and the stone sails at Guadalupe. Glimpses are had of Lake Texcoco upon the right. In crossing the rest of the valley the road passes through the very centre of the most famous maguey district, from whence *pulque* trains are sent into the capital daily. The maguey plantations are of vast extent, and seem to cover every plain and hillside, the huge plants being set out regularly in rows.

At San Juan Teotihuacan, twenty-seven and a quarter miles from the city, two interesting objects are seen upon the left, at a distance of some two miles from the track. These are two ancient pyramids, erected by the Toltecs in honor of *Tonatiah*, the sun, and *Metzli*, the moon. The former is the larger, being 180 feet in height, and the length of the base being 682 feet. Like the pyramid of Cholula, which we are to visit later on, as it is more accessible, these mounds are covered with weeds and *cacti*, and resemble more closely, when viewed at a distance, natural elevations than artificial mounds. A closer inspection, however, clearly establishes their true character. A column of masonry was erected on the larger pyramid by the Spaniards, and a cross has been placed on the smaller. Near these mounds are signs of a roadway—*Mixcoatl* or "*El Camino de los Muertos*" (The Road of the Dead) — and in the vicinity are several smaller pyramids.

At Otumba, seven miles farther, was fought, on the 8th of July, 1520, the battle between the Spaniards and the Aztecs. This event followed closely upon the expulsion of Cortes from the capital and during his retreat towards Tlaxcala.

La Palma, Ometusco, Yrolo, Apam, and Soltepec are all surrounded by maguey plantations. Of these places, Yrolo, or Irolo, forty-seven and three-quarter miles, and Apam, fifty-seven and a half miles, from Mexico (both in the State of Hidalgo), are the largest, having some 5,000 inhabitants each. A railway about a dozen miles in length leads from Yrolo to the mining city of Pachuca, the capital of Hidalgo. Between Apam and Soltepec the road passes into the little State of Tlaxcala, the smallest in the confederation, its area being only 4,200 square kilometers, or less than four times the size of the Federal District. The ancient Tlaxcalans became the friends and allies of the Spanish invaders, and without their aid Cortes would probably never have conquered the Aztecs. At a point between Soltepec and Guadalupe (not Guadalupe-Hidalgo, but a station in Tlaxcala) the road has attained an elevation of 8,333 feet, or a point nearly 1,000 feet above the capital. The two noble snow mountains, Popocatepetl and Ixtaccihuatl, have meanwhile been prominent objects on the right, and the two peaks gradually change positions as the road swings around the northern face of the latter on its way eastward.

The second and third parties will make the journey over the route just described, and so visit the tropics, before going to Puebla, while the first party proceeds directly from the City of Mexico to Puebla and afterwards descends to the tropics. Precisely the same places are to be visited, though the order of seeing them will be different. A description of Puebla, Cholula and Tlaxcala — which are to be visited by Excursion No. 1 on the outward trip over the Mexican Railway, and by Nos. 2 and 3 on the return — will be found on pages 83–86.

The Picturesque Descent from the Elevated Table-Land.

Esperanza lies on the farther side of a great sandy plain and nearly at the eastern verge of the great central plateau of Mexico, the descent therefrom at this point being very abrupt. After an early breakfast we shall start upon an excursion down into the beautiful tropical region below, passing over one of the most picturesque railway routes in the world. In this excursion we shall use cars of the Mexican Railway. The steep descent begins just below Boca del Monte (Mouth of the Mountain), the next station beyond Esperanza. The elevation at that point is 7,924 feet above the level of the Gulf of Mexico. At Maltrata, in the valley just below, or twelve and three-fourths miles distant by the winding railway, it is 5,550 feet; and at Orizaba, twelve and one-half miles farther on, 4,088 feet. From Boca del Monte to La Bota, nearly ten miles, the railway is built along the rugged mountain-side on a bed of terraced rock. In places a shoulder of the mountain or a deep ravine had to be overcome, and both tunnels and lofty bridges were resorted to. Most of these are curved like the rest of the road, and the grade over this entire section is very steep, frequently attaining upwards of 4 per cent. Powerful Fairlie engines, "double enders," are employed to pull the trains up these steep slopes.

The scenery is grand to a degree that defies adequate description. Looking to the right from the elevated perch of the *Balcon del Diabolo* (the Devil's Balcony) the beautiful valley of *La Joya* (The Gem) is seen, a revelation of the rarest beauty, its smiling gardens and rich fields of corn and wheat stretching away to an opposite range of mountains. The plains are nearly half a mile beneath the beholder; and the squares of cultivated fields, in their variegated tints of green and gold, are reduced to pigmy dimensions. Some spreading ravine opens up a new vista of wonderful loveliness; and gradually the town of Maltrata, with its yellow domes and towers, its wide expanse

of red, weather-stained roofs, and its garden-bordered roadways and lanes, comes into full view. We course down the mountain on two sides of the town, and then approach its suburbs on the other side. There are several little water-courses on the mountain-side; and, in looking back soon after beginning the descent, a lovely cascade is discerned. Everywhere the face of nature is covered with vegetation, and herein the view differs essentially from the mountain and valley scenery in the Rocky Mountains. It resembles more nearly the views in the Alps, where green fields stretch their fertile expanse up to the very snow peaks. Dark clouds may float about the traveler on the mountain-side while the beautiful valley is basking in sunshine, or the huge shadows of the clouds may be seen chasing one another across its fair expanse. Two little stations are passed on the way down before Maltrata is reached — Alta Luz and La Bota. From the lower slopes and the plain the snow-capped peak of Orizaba is seen, seeming much higher than when we last viewed its shapely mass, on account of its nearness and our lower point of view. At Maltrata, and most of the stations beyond, oranges, limes, citrons, pomegranates, avocato pears, pineapples, bananas, and many other tropical fruits are sold at insignificant prices by girls who assemble in great numbers when the trains arrive. Bottles of *pulque*, together with *tomales* and other strange edibles, are also brought to the train and offered for sale.

Between Maltrata and the city of Orizaba the scenery is almost as grand as it is above. The railway winds in and out among the mountains, now passing through a narrow defile beside the swift Rio Blanco, which leaps down from rock to rock in a succession of pretty cascades, and anon across some amphitheatre formed amid the receding mountains. The narrow gorge referred to is known as *Infernillo*, or Little Hell. Not far beyond is a tournament ground where Indian youths met hundreds of years ago in feats of skill, the prize being the hand of the most beautiful damsel of

their village. Just before reaching the ancient town of Orizaba, which, with its roofs of red tiles and its yellow church towers, is very picturesquely situated among the hills, the train rounds the *Cerro del Borrego*, an abrupt eminence, where a small force of French soldiers stationed themselves, and repelled an attack of a much larger number of native troops on the 13th and 14th of June, 1862.

Orizaba.

The quaint old city of Orizaba is said to occupy the site of an ancient town conquered by Montezuma in 1457 and called Ahauializapan. It is a place of considerable importance on account of its manufactures of various kinds, and also as a place of resort during the hot season by the dwellers on the coast. It is the capital of the State of Vera Cruz, and contains about 20,000 inhabitants. The main street and Plaza are well shaded, and the surroundings of the town are picturesque. A stream flows through the city, and there are several small waterfalls in the vicinity. Several of the churches, the theatre, and some of the other buildings are quite imposing. There is also a fine market-place. The bull-fighting arena is in an old convent.

Below Orizaba we descend for a time between fields of banana trees, sugar-cane, and other tropical vegetation, and soon approach a great *barranca* nearly 1,000 feet deep and several miles in length. The bottom is a tangle of luxuriant vegetable life, with here and there fields of corn and sugar-cane. Down one side of this great ravine to the lofty bridge of Metlac — which crosses near the head of the gorge, and, at the height of ninety feet, the river of the same name — and up the other, the train pursues its way, passing through a number of tunnels and doubling upon its track for a long distance. To cross this tremendous abyss required skillful engineering and the expenditure of a large amount of money. Much of the roadway along the sides of the great ravine had to be hewn from the solid rock. At one place, in a tunnel near

Sumidero, is a passage leading out to where a cataract is dashing down the mountain-side from a subterranean stream. Crossing a little bridge at Fortin, we are soon at Cordoba, about sixteen miles beyond Orizaba and 1,375 feet nearer sea level.

Amid Tropical Scenery.

We have descended in a few hours from the *tierra fria*, or cold country, through the *tierra templada*, or temperate zone, and into the *tierra caliente*, or hot country, as the tropical region is called. At the station in Cordoba we are only 2,713 feet above the sea level. Although our journey will take us more than 1,000 feet lower, we are already in the midst of rich tropical scenery. There is a wealth of vegetation everywhere. The prevailing tree is the palm; but there are many others entirely strange to Northern eyes, some of which bear most beautiful flowers. The banana is very common, as are also many other fruits, including the orange, lime, olive, and piña or pineapple. Nearer the coast grows the cocoa-palm. Cordoba, too, is the centre of a great coffee-growing district, and the diminutive coffee trees add variety to the leafy surroundings. Where the ground is not carefully cultivated, briers and vines convert the space into a seemingly impenetrable jungle, over which the spreading palm casts its shadows. The huts of the natives are constructed of reeds and rude framework, and are often little more than four poles and a thatched roof, the latter here taking a pointed or pyramidal form, being more easily constructed than the flat roof of the uplands. From amid these tropical surroundings the traveler catches occasional glimpses of the lofty snow peak of Orizaba, gleaming far above him in the pure sky.

Beyond Cordoba is Atoyac, and a few miles below are some beautiful falls upon the river of the same name. These falls are in a wild and deep ravine beside the railway, and are best seen from a bridge which crosses an entering ravine. The surrounding mountain slopes are very thickly wooded. A short distance below the falls is the

famous bridge of Atoyac, spanning the river. This, like the other bridges upon the line, is a very substantial as well as a handsome structure. To this point, or to Paso del Macho, the next station below (216 miles from Mexico and 1,560 feet in elevation), the party will proceed, thus gaining daylight views of all the best scenery on this route. Only a brief halt will be made at Paso del Macho, the party returning thence to Esperanza. The area between Cordoba and Orizaba is, perhaps, the most fertile in Mexico. "Here," says Ober in his *Travels in Mexico*, "the products of three zones mingle; corn and coffee interlace their leaves, peach trees lift their heads above fields of tasseled cane, and grapes and mangos grow together in blooming gardens." While we are amid tropical scenes we look upward to the gleaming peak of snow and ice, which lifts its shapely form many thousands of feet above our heads. Esperanza will be reached at an early evening hour.

Leaving Esperanza early the next morning we shall proceed to Santa Ana, a station on the branch line leading from Apizaco to Puebla. Beyond Apizaco, and upon the left of the road after turning toward Puebla, is a high and picturesque mountain called Malinche, and the fifth highest peak in Mexico. If the weather is clear, the three highest mountains — Orizaba (18,314 feet in height), Popocatepetl (17,780 feet) and Ixtaccihuatl (16,060 feet) — may also be seen from Apizaco and from other points on our line of travel. It is of interest to note in this connection that the elevation of Mount Saint Elias, the highest mountain in the United States, has been lately determined to be 18,010 feet. Orizaba has a symmetrical cone, the top of which is an old volcanic crater, and is covered, like its proud western rival, with eternal snow. It was known to the ancient dwellers in this land of romance as *Ciltlaltepetl*, or the "Mountain of the Star." Tradition has it that after *Quetzalcoatl*, the "Feathered Serpent," or "God of the Air," had been banished from the land, and died on the coast of

Goatzcoalcos, his body was taken to the peak of this mountain and consumed by fire, his spirit taking flight in the shape of a peacock. The mountain was first ascended by some American officers in 1848.

Tlaxcala.

From Santa Ana we shall go by tramway to the ancient city of Tlaxcala, capital of the little State of the same name. It was with the aid of the Tlaxcalans that the *conquistadores* were enabled to vanquish Montezuma; and the little city, which had 40,000 inhabitants in the time of Cortes, but now scarcely 5,000, abounds in interesting relics of the early Spaniards and their time. In the palace are seen several old paintings, the banner of Cortes, the *capote*, or cloak, of the first Indian who received baptism, the *titulo*, or title of freedom given to the people by the king of Spain, and some ancient idols. In the convent of San Francisco (erected in 1524, and the first of four religious establishments of its kind built by the Spanish fathers) are many paintings, together with the first pulpit erected in the new world and the font at which Maxicatzin and his coadjutors, the senators of Tlaxcala, were baptized.

After the visit to this interesting city we shall return to Santa Ana and proceed to Puebla.

Puebla.

There is no more attractive city in Mexico than Puebla, the capital of the important State of the same name. Its healthful situation, its clean streets, its pretty and finely kept plaza or public square, the air of thrift and business activity exhibited by both shops and people, and the stateliness of its churches, all combine to predispose the stranger in its favor. It has a population of nearly 80,000, and is the fourth city of the republic in point of size. In the course of the stay there will be time for visits to the cathedral and various other churches, and to the prominent points of interest about

the city. Puebla was founded in 1531, and preserves to the present day many of its old Spanish characteristics. A striking feature of the city is the lavish use of richly colored glazed tiles. Not only upon the domes and outer and inner walls of churches are these tiles used, but for exterior and interior decoration of a majority of the houses. It was formerly called *Puebla de los Angeles;* but since the victorious battle of the Mexicans against the French, which was fought on the neighboring heights of Loreto and Guadalupe, May 5, 1862, under the direction of General Ignacio Zaragoza, it has borne the title of *Puebla de Zaragoza.* The cathedral occupies the southern side of the *Plaza Mayor*, and is a noble edifice, with a dome and two high towers, from which a magnificent view is had of the rich Puebla Valley and of the three great snow peaks and the nearer Malinche. The interior of the cathedral is richly adorned with onyx (taken from quarries about fifteen miles from the city) and fine paintings. There are a number of chapels commemorating various miraculous events that have occurred in the history of Puebla. In one instance the image of the Virgin Mary was imprinted on a nun's sleeve ; in another her image was discovered beneath the enameled surface of a pearl shell, and remarkable powers are related regarding a certain picture of the Saviour. In the choir some ancient missals are preserved. In the Hall of the Bishops are some old tapestries and a collection of portraits representing the long line of bishops who have sat therein during 350 years past. There are other fine pictures in the robing room adjoining.

Among the other churches worthy of a visit are *La Compania* (near the Plaza), *Nuestra Señora del Carmen*, and San Francisco. Near the station is a church intended especially for travelers. Puebla has altogether as many churches as the City of Mexico, and many of them are very large; while the Cathedral is second, both in size and grandeur, only to the one seen in the capital. Besides the main plaza there are

twenty-five lesser ones; and in addition there are two *paseos*, one of which has a charming situation along the banks of the *Rio Atoyac*, which flows through the city. The chief market-place occupies a wide space and presents many interesting sights to the stranger. The *portales* which are upon three sides of the *Plaza Mayor* have many attractive shops. The chief events in the history of Puebla have been the battles for its possession. It was captured by Iturbide Aug. 2, 1821; occupied by General Scott, without opposition, May 25, 1847; successfully defended against the French May 5, 1862; captured by the French May 17, 1863; and captured from the French by General Diaz April 2, 1867.

Cholula and Its Ancient Pyramid.

There will also be a visit to the ancient city of Cholula, situated seven miles distant from Puebla. At the time of the arrival of the Spaniards, if the estimate made by Cortes should be credited, Cholula contained 20,000 houses and 400 mosques or temples. It is now a city of less than 10,000 inhabitants. Travelers alight at the foot of the pyramid. This structure rises from the level plain, which is 6,912 feet above the sea, or 289 feet lower than Puebla. At one corner the railway was cut through the structure, and at several places excavations have been made; but the pyramid remains nearly in its original form. It is 204 feet in height, measures 1,060 feet at the base, and its top is a platform 165 feet square. It is composed, so far as excavations have shown, of alternate strata of brick and clay. The sides are overgrown with grass, shrubs, and even large trees. Three terraces can be made out, and there are traces of two others. A winding road, which is paved with stones, leads to the top, and the upper slope can be surmounted by a flight of stone steps. Here, where the ancients had erected a shrine to *Quetzalcoatl*, "God of the Air," the Spaniards built a church under the patronage of the *Virgen de los Remedios*. The view from the

top is exceedingly fine. Popocatepetl is not more than twenty miles distant, and is visible for nearly its whole extent — from its wooded base to its snow-covered summit. The long, snow-capped ridge of Ixtaccihuatl can also be seen more plainly than it can from the city of Mexico, which lies on the other side of the mountains. In the opposite direction, and a dozen miles away, rises the black mass of Malinche; and in the distance, to the right of Puebla, is the great snow cone of Orizaba. Cholula is spread out at the foot of the pyramid, its plaza and neighboring churches being prominent objects; and all around are rich fields of corn and wheat. Scattered everywhere about the fair plain are little villages, with church towers, or else churches standing alone; and the music of the far-away bells floats upon the air. Puebla, with its many towers and domes, the twin columns of its stately Cathedral lifting themselves above all the rest, forms a charming feature in the picture.

The Northward Journey.

Each of the three parties will return to the City of Mexico from the excursion over the Vera Cruz railway (No. 1 proceeding thither directly from Esperanza, and Nos. 2 and 3 from Puebla), and there will be a further stay of several hours at the capital. The homeward journey over the Mexican Central Railway will then begin. The second and third parties will diverge from the main line to visit Guadalajara. The first party, having made the detour to Guadalajara on the outward trip, will not stop going north between the City of Mexico and Zacatecas.

Guadalajara will be reached by a branch line of railway extending from Irapuato westward. Irapuato is 220 miles north of the City of Mexico, and Guadalajara is 161 miles distant from that point. The road traverses the valley of the Rio Lerma, one of the most populous and prosperous regions of Mexico, passing through a number of

towns, the chief of which, La Piedad, has 10,000 inhabitants. La Barca, thirty-nine miles farther, is nearly as large. Near Ocotlan the road crosses the Rio Grande de Santiago, not far from its outlet into Lake Chapala. This lake, although near the line, is not seen from the cars. It is the largest body of fresh water in the republic, being sixty miles long and about fifteen miles wide. It is bordered by the States of Michoacan and Jalisco, but lies chiefly in the latter.

Guadalajara.

One of the richest and most progressive of Mexican cities, as well as the second in point of population, Guadalajara naturally commands the interest and admiration of the stranger. Its distance from the capital and its long isolation from the outside world made it dependent upon its own resources in every way, and now that the railway has entered its precincts, it is likely to make even more rapid advances than in the past. The tramway, the electric light, and other modern improvements were long ago adopted here. The streets are wide and at right angles, and there are altogether fourteen public squares, of which the Plaza de Armas and the Alameda are the chief. The city was founded in 1531 by Nunez Guzman, and has now nearly if not quite 100,000 inhabitants; while the State of Jalisco, of which it is the capital, has about 1,000,000. The Rio Grande de Santiago flows near, and at Puente Grande there is a fine fall. The bridge of Calderon, across the same stream, is famed as the place where the insurgents under Hidalgo were defeated in June, 1811. The Government Palace is on the east side of the Plaza de Armas, and the Sagrario on the north, the south and west sides swarming with shops. The *Portales de Cortazar* (named in honor of a distinguished leader of the revolution of 1810) are upon the south and the *Portales de Bolivar* on the west. In the same block with the Sagrario, north of the Plaza and

fronting the *Calle de Palacio*, is the Cathedral (begun in 1571 and finished in 1618), a noble edifice with a rich *façade*, two twin towers, and a dome covered with figures in colored tiles. Among the prominent public buildings, in addition to the Government Palace and the Cathedral, are the Hospital de San Miguel de Belen (which, in addition to a hospital proper, embraces a lunatic asylum), Bishop's Palace, City Hall, Mint, Custom House, theatre, and Hospicio. The latter institution covers twenty-four large blocks, and attracts much attention by its domes and pillared porticoes. There are 1,000 or more inmates, including foundlings, orphans, deaf and dumb persons, and the blind, aged, and infirm. The Alameda, where military bands play frequently, contains many rare trees and shrubs, including specimens of the so-called "thunder tree" and the "atmospheric tree." The manufacturing interests of Guadalajara are important, and the stranger will be interested in the pottery, which has attained a world-wide fame, being the finest produced in Mexico, and also in the clay figures. An Indian named Panduro, who lives in San Pedro, a suburb of the city and the headquarters of the pottery industry, makes a specialty of painted clay busts which he produces with striking fidelity from photographs of the individual. San Pedro is six miles from the city, and connected with it by tramway. There are several points of interest in the suburbs besides the picturesque village of San Pedro. One of these is the *Barranca de Portillo*, about eight miles from the city, where many tropical fruits and plants may be seen growing. The way thither is by tramway to the Temecal factory, three miles (fare 1 *real*), and from that point five miles by burro (charges about 4 *reals*, 50 cents, each). American newspapers will be found on file at the restaurant of Victor Huber, No. 1½ *Calle de Palacio*.

From Guadalajara Northward.

Leaving Guadalajara our trains will return to Irapuato, and Excursions 2 and 3 will

proceed northward from that point over the main line of the Mexican Central Railway. On the journey through the States of Guanajuato, Jalisco, Aguascalientes, and Zacatecas many fine scenic points, including the mountains around Zacatecas, will be passed in the daytime. The first party, which is to visit Zacatecas instead of Guadalajara on the northward trip, will arrive there Thursday morning, March 1, and spend the day. For a description of the city see pages 48–50. After the departure from Zacatecas, Thursdays, March 1, March 22, and April 12, respectively, the itineraries of the three parties coincide for the remainder of the tour. North of Torreon we are on new ground. We cross the Mapimi Basin, as the laguna section is called, and traverse the northeasterly section of the State of Durango before entering Chihuahua. The latter State, with its 83,746 square miles of area, is the largest in Mexico; its western neighbor, Sonora, standing second, the Territory of Lower California third, and the State of Coahuila, adjoining Chihuahua on the east, fourth. In point of population Chihuahua, with its 225,541 inhabitants, stands fourteenth. The Sierra Madre runs through the State, being known by various local names; but none of the mountains attain a great height. The railway crosses several rivers in Chihuahua, viz.: the Florido, at Jimenez; the Concho, three miles north of Santa Rosalia; the San Pedro at Ortiz; and the Chubisca, just north of the station in the city of Chihuahua. Jimenez and Santa Rosalia are towns of considerable importance, and near the latter are some celebrated hot springs and also several rich silver mines.

The City of Chihuahua.

The city of Chihuahua, where we shall pass a part of Friday, was founded in 1539, and is situated on a plain surrounded by hills, one of which rises in picturesque form at no great distance from town. Part way up one of its slopes is a large aper-

ture through a rock, which is visible from a point near the station. The Rio Chubisca, which flows through the city, is crossed just before the station is reached. The city is handsomely laid out in squares, is remarkably neat and clean, and the centre of considerable commercial activity; the rich silver mines of Santa Eulalia, in the neighboring mountains, having early contributed to its prosperity. It has a population of about 12,000. The buildings are constructed for the most part of *adobe*, and are chiefly of one story, although there are two fine stone edifices — one for the accommodation of the State government, and the other for the *Banco Minero Chihuahuense*. In the rear of the former edifice is a monument marking the spot where the leader of the revolution of 1810, Miguel Hidalgo, curate of Dolores, and one of his companions, Captain Allende, were executed July 31, 1811; and the *Casa de Moneda*, or mint, in one of the towers of which the patriot priest was incarcerated, together with Allende, Aldama, and Jimenez, is near by. The church of *La Parroquia*, often, but wrongfully, called the cathedral, situated at the head of the *Plaza Mayor*, is a stately edifice with a central dome and two massive towers. The cost of the church, some $800,000, was met by a tax placed upon the products of the mines. The interior is adorned with many paintings, and the *façade* with life-size statues of San Francisco (to whom the church is dedicated) and the Twelve Apostles. The towers contain a numerous collection of bells, one of which was shattered by a cannon ball fired at the time of Maximilian's invasion in 1866. The market is near the cathedral. There are in addition to the charming Plaza, which contains a beautiful fountain and is a favorite place of resort for the citizens, two *alamedas;* and near the head of one is the Chapel of Guadalupe, while just beyond are the massive stone arches of an aqueduct which was built about the close of the last century to supply the town with pure water. Near the other *alameda* are some old swimming-baths.

Juarez (formerly Paso del Norte) and El Paso.

There is little of interest to be seen between Chihuahua and the Rio Grande, and this part of the journey will be made chiefly in the night. At Juarez (formerly Paso del Norte), where we are to arrive Saturday morning, we are at the terminus of the Mexican Central Railway, and from that city our train crosses the Rio Grande to the Texan city of El Paso, where we again enter upon the Southern Pacific Company's Railway. Paso del Norte is supposed to have been settled about the year 1585, and the place has attained importance on account of its situation on the border of Mexico. On the 17th of September, 1888, a monument to the memory of Benito Juarez was unveiled, and the name of the place was changed to that of its famous son, whose patriotic deeds shed lustre on his country. There is an old church at the head of the Plaza. El Paso is a compact and flourishing town, with every evidence of American thrift, energy, and enterprise. The Southern Pacific Company's line, and Atchison, Topeka & Santa Fe, Mexican Central, and Texas & Pacific Railways diverge from here, and make it an important business centre. The city contains many new and handsome structures, including a county Court House, schools, churches, and business edifices.

New Mexico and Arizona.

El Paso is the division point between the Atlantic and Pacific systems of the Southern Pacific Company's great railway line. On leaving El Paso, we cross the Rio Grande, and enter the territory of New Mexico just above the boundary line of Old Mexico. Our course takes us through the two southernmost counties of this Territory — Donna Ana and Grant — Deming and Lordsburg being the principal stations. At a distance of 168 miles from El Paso we cross Stein's Pass, in the Peloncillo range, and enter the Territory of Arizona.

Arizona comprises 113,020 square miles, and New Mexico 122,580. Both, together with California, Utah, and Nevada, came into the possession of the United States after the Mexican war. The physical aspects of the two Territories are similar. The southeastern section of Arizona is traversed by several mountain ranges, beyond which are plains with detached groups, spurs and solitary peaks. Among the prominent peaks seen from the railroad are Baboquivera, which guards the land of the Papagoes; Mount Wrightson (10,315 feet high) in the Santa Ritas, south of Tucson, and Picacho, forty-six miles west of Tucson. There is a general slope in the elevation from 4,614 feet above the sea level (at Dragoon Summit, seventy-one miles west of the territorial line) to 140 feet at Yuma. Gold, silver, and other minerals are found in Arizona, and there are many mining districts scattered through the southern part of the territory. The scenery is in places exceedingly picturesque, the mountains assuming quaint forms. Arizona is the home of the cactus, and nearly every known variety will be seen in abundance, including the great tree-cactus (the Mexican *saguero* or the *cereus giganteus* of science), which is often found forty feet in height, looking like a Corinthian column surmounted by candelabra. Nearly 18,000 square miles of the area of Arizona are occupied as Indian reservations. The tribes encountered upon our line of travel, chiefly the Papagoes, Pimas, Maricopas, and Yumas, have long been at peace with the whites. The first missions in this region were established among the Papagoes in 1687 and 1699. Arizona was inhabited by prehistoric races, and ancient ruins, some of which are of vast extent, are found in different parts of the State.

Tucson, where we shall pass Sunday, is the chief city of Arizona and likewise the oldest, having been settled in 1560. It has a population of 5,200, and was the territorial capital for ten years previous to 1877. Pima county has a population of

about 13,000 and is rich in minerals. There is a university at Tucson, and also an Indian School.

From Maricopa, eighty-six miles west of Tucson, the Maricopa & Phœnix Railroad branches northward to Phœnix, a distance of thirty-five miles. Phœnix is situated in the Salt River Valley, the richest section of Arizona. At Tempe, eight miles south of that city, and at other points within the valley, the remains of prehistoric towns of great extent have been unearthed. The explorations made by Mr. Frank H. Cushing, the head of the Hemenway expedition, have resulted in some very interesting discoveries. The ruins are perhaps the most important yet found in America.

Yuma, where we cross the Colorado River, just below the mouth of one of its most important tributaries, the Gila, was established by the Spanish missionaries in 1700, and was, until within a few years, an important military post. We are at this point again quite near the Mexican border, the boundary line being only seven miles south of Yuma.

Southern California.

We enter California at the extreme southeastern corner of the State, and first traverse that remarkable section known as the Colorado Desert, a considerable portion of which actually lies below the level of the sea. Near Frink's Spring we are 263 feet below the sea level. The depressed region begins at Flowing Well and continues sixty-one miles, or two miles west of Indio. At some remote period the Gulf of California probably extended several hundred miles north of its present limit. A few miles from Frink's Spring are mud volcanoes or springs, and near Salton are extensive salt deposits. In 1890 the Colorado River overflowed its banks, and for a time a lake was created near Salton. From this desert waste we emerge into a most fruitful section of California, a region rich in vineyards, orange orchards, grain fields, and flowers.

Snow-clad peaks rise on either side, one of the most striking of these being Mount San Antonio, of the San Jacinto range, which is situated a short distance south of the railroad; while the San Bernardino range fringes the north and west. At the Pass of San Gorgonio, where we cross the San Bernardino range, we are 2,560 feet above the sea, or more than half a mile higher than we were eighty miles back, at the bottom of the Colorado desert. Meanwhile we have crossed portions of two of the largest counties in California — San Diego and San Bernardino. Besides oranges and grapes, which constitute the chief products of Southern California, lemons, limes, citrons, figs, pomegranates, almonds, English walnuts, and other strange fruits and nuts grow here, as do also the cactus, the palm, the pepper tree, the acacia, the eucalyptus, and many other tropical and semi-tropical trees and shrubs.

Colton and Riverside.

Colton, twenty-three miles from San Gorgonio and fifty-eight miles east of Los Angeles, is the centre of a fruitful region and the nearest point to Riverside and San Bernardino. It is also the junction with the Southern California Railway, which extends southward to San Diego. Riverside is an older settlement than most of the valley towns, and a paradise of orange orchards, vineyards, and gardens. Magnolia avenue is a magnificent double driveway, divided by a row of pepper trees, and lined for many miles with handsome villas and beautiful gardens. There are over 100 miles of irrigating ditches within the town. Some of the finest orange groves in California are in or near Riverside, and the fruit product is very large.

San Diego and the Hotel del Coronado.

After our visit to Riverside we shall proceed southward over the Southern California Railway to San Diego, *via* Riverside, South Riverside, Orange, Santa Ana, San Juan,

and Oceanside. At Orange a junction is formed with the Coast line of railway from Los Angeles, also belonging to the Santa Fe system. Santa Ana is a large and prosperous town and an important shipping point for oranges and raisins. At Capistrano are the ruins of the old mission of San Juan Capistrano, destroyed by an earthquake in 1776. From San-Juan-by-the-Sea southward to San Diego and National City, a distance of seventy-three miles, the railroad runs along the coast of the Pacific, opening up many glorious views of sea and shore. Oceanside lies at the foot of the San Luis Rey Valley. The old mission is four miles distant, but is not visible from the cars.

The city of San Diego, situated upon its southern sea coast, with the finest harbor south of San Francisco Bay, is the oldest of the California mission towns, the first of the mission churches having been planted there in 1769. The "pueblo" was organized in 1835; but like Los Angeles and other Southern California towns, its present importance is wholly of recent growth. In fact, the San Diego of to-day is five miles distant from the original site. The development of this region followed the building of the Southern California Railway, and the number of inhabitants is now over 16,000. In 1880 the accredited population was 2,637. Between San Diego Bay and the ocean is a tongue of land, widening in one place and again at its extremity, between which and the cliffs of Point Loma is the entrance to the bay. One of these broad sections, which is directly opposite San Diego and not over a mile distant, has been converted into a magnificent seaside resort by a wealthy corporation called the Coronado Beach Company. It is here that the mammoth Hotel del Coronado is situated. This is one of the largest and handsomest hotels in the country. It has 500 guest rooms, and all its public rooms are of vast proportions. We remain at the Hotel del Coronado, through Tuesday, Wednesday, Thursday, and Friday.

Los Angeles.

On leaving San Diego, we shall proceed northward over the Southern California Railway Company's line, which forms a part of the Santa Fe system. Retracing our way to Oceanside, we continue from that point along the coast *via* San Juan, and thence through Santa Ana and other towns in the Santa Ana Valley to Los Angeles, where accommodations will be furnished for the party at The Westminster. Los Angeles, the metropolis of Southern California, is 482 miles south of San Francisco by the Southern Pacific Company's line. It was founded in 1781, in the days of Spanish rule; but its marvelous growth has been the outcome of the last few years. From a little collection of *adobe* huts it has become a handsome city. With scarcely 12,000 inhabitants in 1880, it has increased in population to over 50,000. No city in America has advanced more rapidly or more surely. The city is very brilliantly lighted by electricity; and cable-cars, electric motor lines, and horse-cars have been introduced in addition to its several lines of steam railway. The old section of the city is irregularly built of *adobe*, and still possesses many Spanish characteristics. The newer portion forms a strong contrast with the older, presenting many handsome private residences and spacious business structures. Los Angeles is emphatically a city of groves and gardens. Fruits and flowers abound everywhere. There are large orange orchards and vineyards within the city limits, and many private residences are embowered in flowers and surrounded by park-like grounds.

Pasadena.

The parties will sojourn in Los Angeles from Saturday until the following Thursday, and on Monday there will be an excursion to Pasadena. Pasadena is the loveliest suburb of Los Angeles, and constantly growing in beauty and attractiveness. Its sit-

uation, in the higher part of the valley, over 500 feet above Los Angeles and nearly 1,000 feet above the sea, with the noble range of the Sierra Madre towering above it at no great distance in the north, and great stretches of orange orchards and vineyards adorning the gently rolling surface of the country south and east, gives it every advantage of picturesqueness, while no place on the entire Pacific Coast can surpass it for healthfulness. For miles around the fair surface of the valley and the mountain benches are dotted with handsome villas, each with its individual surrounding of garden and orchard. Flowers grow profusely, and a mid-winter visit finds every garden aglow with blossoms, while the luscious golden fruit of the orange is peeping from behind the deep green leaves. As a health resort Pasadena has for some years been known to Californians, and its growth has been rapid. Although a place of gardens, vineyards, and groves, the city is provided with all modern improvements. The leading thoroughfares are lined with beautiful homes and substantial business edifices. Among the large and handsome buildings recently erected are several churches, a noble public library building, school houses, and a magnificent opera house. Pasadena's splendid hotel, The Raymond, is situated upon the summit of a smooth and rounded hill, 300 feet above the level of the valley. The position is commanding. The hotel faces the south, but there are far-reaching views from every side. The exquisite valley, with green patches of vineyards, orange, and lemon groves, groups of live oaks, eucalyptus spires, gardens and pretty homes, the far-away ocean, limited in the south by the mountain forms on the islands of Santa Catalina and San Clemente, and the great mountain wall of the Sierra Madre, with its numerous cañons and snow-clad peaks, form a series of grand pictures unapproachable in true beauty and grandeur. A carriage ride, visiting all of the principal places of interest in and about Pasadena, will be a feature of the day's trip.

Santa Monica.

Another day is to be devoted to a trip to Santa Monica. This is a charming sea-side resort, seventeen miles from Los Angeles by a branch of the Southern Pacific Company's railway line. The climate is here so mild that surf-bathing is indulged in through the entire year, and for the accommodation of persons who do not care to try bathing in the open ocean, there are heated sea-water baths. The Hotel Arcadia faces the ocean. It is situated between Ocean avenue and the beach, and is 266 feet long, with an extreme width of seventy-eight feet, the depth in the centre being forty-four feet. There are two clear stories and a story with Mansard roof on the Ocean avenue front, and five stories on the ocean front, a bowling alley, children's play-room, ball-room, etc., being situated in the lower stories on the latter side. There are 140 rooms altogether, including 120 for guests. The parlor and dining room (both large apartments with windows six feet wide overlooking the ocean), ladies' billiard room, office, and private parlors are on the main, or Ocean avenue floor, and on the ocean front is a covered glass porch. Fronting the floors below are two porches 200 feet in length. The house is provided with an elevator and all modern conveniences. Leaving Los Angeles in the morning the parties will have luncheon at the Hotel Arcadia and return to the city in the afternoon.

From Los Angeles Northward.

Resuming our journey we shall leave Los Angeles Thursday morning by the Southern Pacific Company's main line. We climb by the railway the valley of the Los Angeles and the San Fernando, and twenty-six miles from the city and 1,200 feet above it, or at an altitude of 1,469 feet, go through the San Fernando Tunnel. This passes through the mountain range of the same name and is 6,967 feet in length. On the north side are several small towns or settlements.

Near Newhall are a number of petroleum wells. Two miles beyond Newhall and thirty-two miles from Los Angeles, at the station of Saugus, we diverge from the main line and traverse by a branch road the fair Santa Clara Valley and a picturesque section of the sea coast beyond San Buenaventura to Santa Barbara. The distance of the latter city from Los Angeles is 110 miles. At Camulos the home of Ramona — the heroine of Helen Hunt Jackson's touching story — is seen. The approach to Santa Barbara along the shore discloses many charming views, in which the broad Pacific, the mountains, and lovely valley scenery are mingled.

Santa Barbara.

This city is delightfully situated upon a gentle slope, with the blue waters of the Pacific on one side and the purple peaks of the Santa Inez Mountains, from 3,500 to 4,000 feet high, on the other. Here the Franciscans established a mission (Dec. 4, 1786), which is still one of the most picturesque objects in California. Santa Barbara has a population of about 6,000 people, whose homes are embowered in gardens of roses, and shaded by the eucalyptus, palm, pepper, and magnolia. The view oceanward embraces the hill-studded islands of Santa Cruz, Santa Rosa, San Miguel, and Ana Capa. The surroundings of Santa Barbara are very romantic. The party will remain during the afternoon, and there will be a ride to the chief points of interest. Dinner and supper will be furnished at The Arlington or San Marcos hotels.

From Santa Barbara Northward.

Leaving Santa Barbara Thursday evening by railway, we shall retrace our way to Saugus, and then proceed northward over the Southern Pacific Company's main line. We descend from the mountain region to the western part of the Mojave Desert, a

more elevated tract than the Colorado Desert, but another scene of wildness and desolation. One of the most remarkable triumphs of railway engineering skill ever achieved in any part of the world is found just north of Tehachapi summit, which has an elevation of 3,964 feet. A group of mountain peaks and crags belonging to the terminating southwestern spur of the Sierra Nevada here disputed the advance of the iron steed; but by a series of complex and bewildering curves, and finally by actually crossing its own line, a pathway was made. The views from the railway line are very picturesque, and often of wide extent.

Berenda, 304 miles from Los Angeles and 178 miles from San Francisco, is the point of departure for the Yosemite Valley, a branch line extending therefrom, twenty-one miles, to the station of Raymond, from which stages run to the Wahwonah Hotel (formerly Clarke's or Big Tree Station), forty-two miles distant, and to the valley, twenty-eight miles beyond Clarke's. From Lathrop an important branch line extends to Stockton and Sacramento, making at the latter point direct connections with either the Mount Shasta or Ogden overland route. On the main line we cross the San Joaquin River beyond Lathrop, and, continuing through several small towns, approach the shores of Suisun Bay, just below the delta of the Sacramento and San Joaquin. The train follows the shore around to the Straits of Carquinez, through which these waters discharge into San Pablo Bay. Along the southern shore of this latter body of water we continue until Oakland is reached.

Oakland.

The city of Oakland is on the opposite side of the bay from San Francisco, and bears about the same relation to the metropolis of the Pacific Coast that Brooklyn does to New York. It is a city of elegant homes, and its public-spirited citizens are justly proud of their fair domain. In 1880 the population of Oakland was 34,555, independ-

ent of Alameda and Berkeley, which adjoin. It has had a rapid growth since then, and the census of 1890 gave 48,682 as the number of inhabitants.

San Francisco.

From Oakland Pier we proceed by ferry across the bay to San Francisco, and there will be a transfer from the wharf to the Baldwin Hotel. The metropolis of the Pacific Coast is one of the most interesting cities in America, and is becoming more beautiful and attractive year by year. It is naturally metropolitan in character, and the visitor can take a foreign jaunt in miniature by walking through certain sections of the town. In some particulars, and notably in the street-car service, which consists largely of "cable roads," it is in advance of the older cities of the country. With one of the finest harbors on the globe, and occupying an important position in connection with the world's commerce, its shipping interests are of vast proportions. The growth of the city has been very rapid, especially since the opening of the Central Pacific Railroad in 1869, and the present number of inhabitants is nearly 300,000.

The greatest curiosity in San Francisco is the Chinese quarter, a rectangular block seven squares in length by three and four in breadth. It is near the business centre and only a few blocks away from the palaces of the railway millionaires. The houses are nearly all tall, decayed buildings, swarming with tenants. The blocks are cut up into sections by narrow alleys, and filled with squalid underground dens, and attics whose overhanging dormer windows shut out all but a slender patch of sky. The cellars are occupied as shops, factories, or opium dens. The main streets are lined by the stores of the large Chinese merchants. You find yourself in a populous corner of China. Even the fronts of the houses have assumed a Celestial aspect, not only in the signs and placards at the windows and shop fronts, but in the altered architecture and decorations. An interesting experience is to spend a half-hour in watching the

performance in a Chinese theatre, and listening to the ear-piercing, mournful music and then adjourn to a neighboring restaurant, drink genuine Chinese tea in Celestial style, and taste the cakes, preserved watermelon, and sweetmeats. In all the stores and other portions of the Chinese quarter Eastern visitors are received with the greatest courtesy.

The City Hall, which, now nearly finished, has cost $5,000,000, is between Market, McAllister, and Larkin streets, opposite Eighth street; the Mechanics' Pavilion, on Market street, near the City Hall; the branch United States Mint, at the southwest corner of Mission and Fifth streets, is open for visitors from 9.30 to 11.30; the Post Office and Custom House are at the corner of Washington and Battery streets, and the chief branch office (Station D) is at the foot of Market street; the Merchants' Exchange Building, on California street; the San Francisco Stock Exchange, No. 327 Pine Street; the rooms of the California Pioneers, on Fourth street, near Market street; Odd Fellows' Hall, corner Market and Seventh streets; Masonic Temple, corner Post and Montgomery streets; the new Union Club Building, corner of Union Square and Stockton street; the Young Men's Christian Association rooms, 232 Sutter street; San Francisco Art Association, 430 Pine street; Mineralogical Museum of the State Mining Bureau, 24 Fourth street; the Free Library (40,000 volumes), new City Hall; Mechanics' Institute (library of 35,000 volumes), 31 Post street; Mercantile Library Building, corner Van Ness and Golden Gate avenues; Museum of the California Academy of Sciences, on Market street; and State Board of Trade, Crocker Building, Post and Market streets. Golden Gate Park, a beautiful tract of 1,013 acres, reclaimed from the sand dunes, is about three and a half miles from the Baldwin Hotel, and may be reached by several of the cable-car lines. There are band concerts in the park every Thursday, Saturday, and Sunday in the afternoon. The Beach, Cliff House,

and Seal Rocks are about the same distance beyond the entrance to the park, and may be reached by the Haight street cable cars and a connecting dummy line, and also by the California street cable line, or the new Powell and Jackson street line. Sutro Heights are near the Cliff House. The Presidio (a military reservation of 1,500 acres) may be reached by the Union street cable cars and a dummy line. A band plays at the barracks at 2 P. M. daily, except Thursday and Saturday. Telegraph Hill elevation 294 feet, and overlooking the city and the bay) is about half a mile from Market street, at the opposite extremity of Montgomery street. There are several excellent theatres. The International Exposition Buildings, containing many thousand of the finest exhibits from the Chicago Fair, and others are situated in Golden Gate Park.

The chief cable-car lines are on Market street and on thoroughfares radiating therefrom, viz.: Sutter, Post, Geary, Powell, McAllister, Hayes, Haight, Valencia, and Castro streets. There are also lines on Howard, California, Clay, Jackson, Union, Larkin, and other streets. The "dummy" street lines are the Geary, California, Jackson, and Union streets extensions, and the Park & Ocean road. There are, in addition, nearly a score of lines of horse railways running within the city. It is possible to reach every part of the city by the admirable system of street-car service, either by direct lines or connections.

San Francisco has one of the best-known hotels in California in The Baldwin, the particular care of "Lucky Baldwin," its proprietor. This famous establishment is familiar to the travelers of both continents. It occupies part of the immense triangle formed by Market, Powell, and Ellis streets, having a frontage on all three. Cable cars lead from the doors to every part of the city, and the principal stores, business offices, public buildings, and places of amusement are within easy walking distance. The main office, with heavy woodwork and a marble floor, has a

ceiling and supporting columns elaborately decorated, and the crystalline ornamentation of the Powell street entrance will also attract attention. There is, indeed, a profusion of decoration on every hand. A broad stairway at the left of the office, adjoining the elevator, leads to the story above, where there are to be found the parlors, reception and writing rooms, and the dining room. The last-named apartment, of noble extent, lofty, light, and cheerful, occupies the entire Ellis street frontage. The floor is laid in colored tiles, and the frescoed walls show white and gold. The thirty-five heavily laden tables will easily seat 300 persons. The ordinary adjoins the main dining room on the Powell street side. At the opposite end of the house are the parlors, with fire-places of white marble, velvet carpets, and upholstery of velvet and satin plush. Sleeping rooms, singly and *en suite*, are found adjoining the parlors and on the floors above. Mr. E. J. Baldwin's personal interest in his hotel is heartily seconded by Colonel R. H. Warfield, the immediate manager.

From San Francisco to Santa Cruz.

Leaving San Francisco early Friday morning (March 23, April 13, and May 4), the parties will depart for Santa Cruz. Proceeding by ferry to Alameda Mole, we shall there take the cars of the narrow-gauge line (formerly the South Pacific Coast Railroad, but now a part of the Southern Pacific Company's system). Our route traverses Alameda, Santa Clara, and Santa Cruz Counties. The beautiful valleys of Alameda and Santa Clara Counties are filled with rich farms or "ranches." Santa Clara and San Jose are important places, the latter being a large and flourishing city. At Los Gatos we are in the midst of vineyards. The road passes through the Coast range by a necessarily devious route, which affords a succession of charming mountain views. A part of the way lies through grand redwood forests; and a short distance

beyond Felton, and within half a dozen miles of Santa Cruz, are the "Big Trees," a group of giant redwoods, the *sequoia sempervirens* of the botanist. The largest of these is said to be 366 feet high and twenty feet in diameter. "Fremont's Tree" contains an aperture in which General Fremont and an exploring party camped for six weeks, and in which, at another time, a trapper and his family made their home. Other trees and shrubs grow here in profusion, including the madrona, the manzanita, and the California laurel or bay tree.

Santa Cruz.

Santa Cruz is beautifully situated on the coast, with a matchless beach extending along a part of its water-front. The forest-clad slopes of the Santa Cruz Mountains are only a few miles away, and form a picturesque feature, with a foreground of gardens, groves, and pretty homes. Sheltered as it is from the northern winds, this is a popular winter resort as well as a summer watering-place. The climate is always mild, and in the wet season the rains occur most frequently at night. The party will have a carriage ride, in the course of which some of the grottoes, natural bridges, and other strange rock formations along the cliffs may be seen. The Pope House, the Pacific Ocean House, or the Sea Beach Hotel will be our headquarters during the visit.

Monterey and the Hotel del Monte.

Leaving Santa Cruz Saturday afternoon, we shall go *via* Pajaro to the Hotel del Monte at Monterey. This is one of the most interesting of the old Spanish towns on the Pacific Coast, having been associated with the earliest historic events of the State and the earlier province, and is delightfully situated upon the sloping shores of the beautiful bay of the same name. That California's first capital became simply Monterey, and was robbed of its former pompous position, the traveler and health-

seeker who wanders through its peaceful streets will have no reason to regret. One may even be thankful that its beautiful location has not been monopolized by trade and commerce, and its fine bay and sea view marred by the inevitable disfigurement of traffic and its adjuncts. The Bay of Monterey is a magnificent sheet of water. There is a wealth of color in both sea and sky highly suggestive of Southern Italy. The waters abound in many kinds of fish, especially rock-cod, baracouta, pompino, Spanish mackerel, and flounder, and these may be taken at all seasons of the year. Upon the beaches below Monterey are found many varieties of sea mosses, shells, pebbles, and agates, and some of these are very brilliant in color. The bay is well protected and is delightfully adapted to yachting. In the streams near Monterey trout are quite plentiful, and the lovers of angling have every means of indulging in the sport. Monterey has been for several years a fashionable watering-place.

The site selected for the famous Hotel del Monte is in a stately grove of pine, oak, and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, foot-paths, lawns, and beds of flowers. A plat of 126 acres was set aside and inclosed as the hotel grounds, while 7,000 acres more were bought for other purposes. The fact that the visitor may ride a score of miles over well-kept macadamized roads, and be nearly all the time within the borders of the hotel company's property, serves to show, in some measure, the vast extent of these possessions.

In its external and internal appearance, and in the social atmosphere and tone which pervade the entire establishment, the Hotel del Monte reminds one infinitely more of a modern English country mansion than of an American watering-place hotel. The general design includes a central edifice, with two extensive wings or annexes, connected with the central structure by arcades, which extend in semi-circular form on

each side. The groundwork is rectangular in shape, and covers about five acres of land, there being a court closed on three sides and entered by an avenue from the rear. This space has been beautified by flowers. The main building is 340 feet in length and 110 feet in width. The office or lobby is 42 feet wide and 38 feet long. The rear of the office opens into a spacious corridor extending the whole length of the building. The reading room, ladies' billiard room, and ladies' parlor are near the office, and another spacious apartment is the ball-room. The dining room which extends back from the office corridor, is a noble apartment 162 feet long and 66 feet wide. Behind it is the kitchen. There is ample space in the handsome dining-room for 500 or 600 guests. Elevators, with spacious stairways, communicate with the upper floors, and there is also a means of reaching the several stories by inclined planes, without climbing stairs at all. The arcades, which extend in semi-circles from the rear corners of the main building, connecting with the annexes, are 125 feet long, 20 feet wide, and three stories in height, to conform with the stories of the buildings they connect. Iron and glass are the materials of which these sections of the building are constructed, and the arcades furnish not only convenient extensions of the corridors in the different stories, but a bright, sunny series of promenading places. Each of the annexes is 280 feet long and 48 feet wide, both being of the same size and style. There are in the main structure 110 rooms, and in each annex 160 rooms, or 430 apartments in all. The general size of the rooms is 16 by 19 feet. The verandas are very spacious, and the profusion of flowers about the house makes it especially attractive. There is a magnificent outlook upon shrubs and flowers in every direction. The Laguna del Rey is a beautiful lake, ornamented with a mammoth fountain; and the famous beach, with its magnificent bath building, containing, in addition to its great swimming-tank, 210 dressing rooms, is but a short distance away.

All these figures and facts convey little impression of the peculiar charm of this elegant and unique resort, upon which many hundreds of thousands of dollars — over a million, in fact — have been lavished. In the grounds are the stables, elaborate and complete, stocked with handsome horses and vehicles of all kinds; for riding and driving are favorite pastimes. The "eighteen-mile drive" around the peninsula is one of the grandest in the world.

The Hotel del Monte is under the personal supervision and management of Mr. Georg Schönewald, who has been identified with its direction from the start, and to whose taste and skill its immense popularity is largely due.

San Jose.

Leaving Monterey Friday afternoon, the parties will proceed to San Jose. The Hotel Vendome will be the place of sojourn in this city. This house was opened five years ago, and at once became a popular resort. San Jose is a beautiful place, and the hotel occupies an entire square in one of the pleasantest sections of the town. There are many charming drives in the vicinity.

The Lick Observatory, on Mount Hamilton.

Saturday will be devoted to an excursion to the Lick Observatory, which is situated on the summit of Mount Hamilton. The stage road is one of the most remarkable in America. The elevation of the observatory is 4,209 feet, and San Jose stands eighty feet above the sea level. The air-line distance between the two points is only thirteen miles, but the road is twenty-six miles in length. The gradient is in all places kept less than six and a half feet in the hundred (343 feet to the mile), this being maintained through a series of turns no less than 367 in number. The road was built by the county of Santa Clara, at a cost of over $75,000, in accord-

ance with an agreement made between the supervisors and James Lick a few months before he died. It is a remarkable piece of engineering, and the ride is a constant source of delight, not only through the matchless views of the beautiful Santa Clara Valley and beyond, constantly being unfolded, but also by reason of the ease with which it is accomplished. The observatory, which was founded by Mr. Lick, was erected and fitted up at an expense of nearly $1,000,000. It is one of the most complete in the world; and it contains, with other treasures of science, the world's greatest telescope. The remains of the princely donor rest in the foundation pier of this great instrument. The observatory is under the direction of Professor Edward S. Holden, as president of the University of California. No institution of its kind in the world is so freely accessible to the public. The trip to and from the mountain will be made in the vehicles of the Mount Hamilton Stage Company.

From San Jose to Oakland Pier and Eastward.

Leaving San Jose Monday afternoon, the parties will proceed *via* Niles to Oakland Pier, where in each instance a special vestibuled train will be taken for the homeward trip. Pullman cars will be used, and each passenger will again be entitled to a double berth (half a section). It may not be possible to give every one precisely the same location in the cars as before, but parties of friends will be placed together as far as practicable. The several parties will proceed eastward *via* Port Costa, Benicia, and Sacramento, where the night and succeeding forenoon will be passed. Sacramento is the State capital of California, and a very handsome city. It is situated on the Sacramento River at the mouth of the American River, and is handsomely laid out, with fine avenues, charming parks, and many elegant homes. The Capitol is a noble edifice, which cost the Commonwealth $2,500,000. It fronts upon a beautiful park which con-

tains many rare trees and flowers. The Crocker Art Gallery is much the finest collection of paintings and statuary on the Pacific Coast. The train will leave Sacramento Tuesday forenoon, and the schedule has been so arranged that the trains will pass through the most picturesque sections of the Sierra Nevada by daylight. This will give the passengers an opportunity to enjoy the picturesque scenery at Cape Horn. In the mountains beyond, at Gold Run, Dutch Flat, Alta, and, in fact, all through Nevada County, may be seen many traces of the old placer mining, and of the more recent hydraulic process which washes away even the hills themselves. At Cape Horn the road rounds a mountain promontory on a little shelf 2,000 feet above the bed of the American River, which appears at this height like a slender thread of silver. Stretching away to the right is a deep ravine bordered by mountain walls. At Shady Run, Blue Cañon, Giant Gap, and Emigrant Gap, the scenery is also magnificent. Meanwhile we are fast climbing the giant wall of the Sierra Nevada. From Sacramento to Summit, 107 miles, the ascent is 6,987 feet, and of this 5,258 feet — only nine yards less than a mile — are made in sixty-two miles, from Clipper Gap to Summit. The ascent from Shady Run to Summit, a distance of thirty-one miles, is 2,881 feet, or over half a mile. On the eastern slopes the grades are lighter. In the passage over the mountains the traveler is treated to an extensive acquaintance with that necessary — though to the sight-seer rather aggravating — device, the snow-shed. These wonderful wooden tunnels cover over thirty-three miles of the Central Pacific Railway, and cost from $40,000 to $750,000 per mile. In places where masonry was needed the cost was over $1,100,000 per mile. They were suggested by the practical mind of the late Charles Crocker. Precautions against fire are very thorough. Corrugated plates of iron separate the buildings into sections, and in the great thirty-mile shed, which is nearly continuous, with only occasional short breaks, there are automatic electric fire

alarms. At Blue Cañon, Truckee, and the summit are engines and tanks, always ready to flood any section at a moment's warning.

The railway descends the east slope of the mountains beside the swift-flowing Truckee River. The great inclosed Continental Plateau, which is lifted over 4,000 feet above the sea, is now reached.

Passing through Truckee, the last California town of importance, we enter the State of Nevada, about a dozen miles farther on, near the little station of Mystic. Soon after we reach Reno, one of the liveliest and most flourishing towns of the Silver State. Nevada has an area of 110,700 square miles, and is, therefore, nearly as large as Colorado. The Southern Pacific Company's Ogden line traverses it for 456 miles, and the route presents all the characteristic scenery for which this State is famed, comprising bold and rugged mountains capped with snow, and wide stretches of desert plain. Wadsworth, Humboldt, Winnemucca, Battle Mountain, Carlin, Elko, and Wells, are places of more or less importance. Indians, generally Shoshones or Piutes, are frequently seen about the stations, and now and then a squaw brings her papoose for inspection. There are several Indian villages near the railway.

Great Salt Lake.

The territory of Utah is reached just east of Tecoma, 679 miles from San Francisco and 155 from Ogden. The scenery is similar to that of Nevada, and, in fact, Tecoma is about in the centre of the desert. We approach the shores of the Great Salt Lake, about ninety miles west of Ogden, just beyond the station of Kelton. Thenceforward for nearly the whole distance to Ogden the waters of the American Dead Sea are in sight. This remarkable inland sea covers about 3,000 square miles, its greatest length being ninety-three miles and its greatest width forty-three miles. The elevation of the lake above the ocean is upwards of 4,200 feet, or higher than the

top of the Alleghany Mountains. Its mean depth is about sixty feet, and there are numerous small islands, with one or two of considerable size. The present water area forms only a small part of ancient Lake Bonneville, of which there are clear geological indications extending two hundred miles or more southward, and for a considerable distance north and west. While the Atlantic Ocean contains 3½ per cent of solids, Great Salt Lake has nearly 14 per cent, or only a little over 7 per cent less than the Dead Sea. There are several bathing places within a score of miles of Salt Lake City. Promontory Point, where the last spike uniting the iron bands, which had stretched out from the Atlantic and from the Pacific, was driven May 10, 1869, is fifty-two miles from Ogden. The mountains surrounding the Salt Lake basin are very picturesque, and upon near approach the giant wall of the Wahsatch range, which rises on the east side, presents a very sublime appearance. Corinne and Brigham City are the chief towns passed through before reaching Ogden, which is the most important place in the Territory, after Salt Lake City. At Ogden we turn to the southward over the Rio Grande Western Railway, and 36 miles farther on arrive at Salt Lake City, the capital of the Territory. On the route we pass through several thriving Mormon towns and a region in which the fields, orchards, and gardens form a succession of most beautiful pictures, with the dark mountains for a background.

Salt Lake City.

Salt Lake City, or Zion, as it is called by the Latter-Day Saints, is beautifully situated; and the approach thereto, as we have described, is very delightful. It covers a wide expanse, and has greatly increased in population within the past ten years. According to the recent census the number of inhabitants was 44,843. It is claimed that the present number is at least 65,000. It is emphatically a city of cottage homes, and the number of people who own the houses in which they live is said to be greater

in proportion to the population than in any other city of the Union. The streets, over 100 miles in extent, are wide and shaded, and in each are two swift-flowing streams of pure mountain water. The lines of shade trees, with groups of fruit trees and luxuriant gardens, make the city seem one mass of foliage. Spurs of the Wahsatch Mountains rise to a great height a few miles distant on the east and north, and twelve miles west are other rugged ranges. There are copious sulphur springs near the city, and rich silver mines are in the mountains twenty miles or more away. Among the edifices demanding attention are the Tabernacle and the Temple. The former is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8,000 persons, and above the platform is a large organ. Services are held here Sunday afternoon. The Assembly House, a smaller edifice than the Tabernacle, but finished much more elaborately, is intended for a place of worship in the winter season. It contains an organ and numerous frescoes depicting scenes in the history of the Mormon church. The Endowment House, of which so much has been written, was formerly in the same enclosure. It was torn down three years ago. The Temple, near by, which was begun on April 6, 1853, and dedicated just forty years later, with ceremonies continuing for two weeks, cost $4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end are 200 feet high. It is built of granite brought from Cottonwood Cañon. Visitors are admitted to the Tabernacle but not to the Temple. Among the other Mormon edifices are the "Lion," "Bee Hive," and "Gardo" Houses, built as residences by Brigham Young; the tithing offices, situated between the "Bee Hive" and the Temple, and the gigantic warehouse of "Zion's Co-operative Mercantile Institution," known in short as the "Co-op Store." Camp Douglas, the headquarters of the United States troops, is finely situated upon a plateau east of the city, at the altitude of 4,904 feet above the

sea and 666 feet above the Temple corner. The post was established in 1862, and is occupied by 500 men. Guard mount occurs every morning at 8.45 o'clock.

The several parties will arrive in Salt Lake City late Wednesday night, and remain until the succeeding afternoon, when the eastward journey will be resumed over the Rio Grande Western Railway. We shall travel on a special time schedule, which has been so arranged that the grandest scenic portions of the line may be seen in daylight rides. The route continues southward from Salt Lake City, ascending the valley of the Jordan about fifty miles, to the flourishing Mormon town of Provo, which is situated near the beautiful Utah Lake, a body of fresh water nearly 300 feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Over the Wahsatch Range.

Beyond Provo the railway turns eastward, and ascends the Spanish Fork and Clear Creek to Soldier Summit, one of the low passes in the southern part of the Wahsatch range. Provo is 4,517 feet above the sea; and at Soldier Summit, forty-five miles beyond, the elevation is 7,464 feet, or 3,237 feet above the level of Salt Lake City. Between Clear Creek Station and the summit, a distance of seven miles, there is a rise of 1,236 feet, or 176½ feet to the mile. At the summit the view is not extended, as the mountains rise higher on either side. The road descends on the east slope by the side of the South Fork of the Price River, which it follows some seventy miles, or to within about twenty miles of its junction with Green River, at the Azure Cliffs. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway leading to Castle Cañon. The Green River, here a large and swelling stream, is crossed 190 miles from Salt Lake City, and some fifty or sixty miles north of its junction with the Grand River, which the railway follows up for over 200 miles. The Colorado State line is reached about 270 miles from Salt Lake City.

Glenwood Springs and The Colorado.

On leaving Grand Junction we ascend the valley of the Grand River, and early Friday morning arrive at Glenwood Springs. This is a new and very attractive health resort, situated at the confluence of the Grand River with the Roaring Fork, in a picturesque valley surrounded by forest-clad hills. Its altitude is 5,200 feet, and the town, which had about 200 inhabitants in 1885, has now a population of over 2,500. Only a few years ago the place was a part of an Indian reservation and little was known of the marvelous mineral springs which have since made the region so famous. The town is handsomely laid out with broad and regular streets intersecting each other at right angles. The sanitarium, or bath-house, cost $100,000, and in the rear of this commodious structure is the largest swimming pool of hot spring water in the world. The "Big Pool" covers upwards of an acre, and the waters are kept freshly supplied from the hot springs which pour into the great inclosure 2,000 gallons per minute, the inflow being reduced to the requisite temperature by evaporation. A fountain of cold water rises in graceful jets from the midst of the warm pool. The depth of the pool is graduated from three and a half to five and a half feet, and the floor is of pressed brick, the walls being of red sandstone. The pool is uncovered. Hundreds may participate in the delights of a swim at the same time, while hundreds of others may watch the antics of the bathers from the bordering promenades. The elegant bath-house contains a large number of bath-rooms with porcelain tubs, together with dressing and lounging room for each bath-room, ladies' parlor, smoking and reading rooms, physician's office, etc. One unique feature is comprised in the large Roman baths, three and a half by six and a half feet, and twenty-seven inches deep, made of solid porcelain or glass slabs, and supplied with hot and cold showers. On another part of the capacious grounds vapor

cave baths, especially recommended for their remedial properties in some diseases, may be had. On a beautiful terrace above the swimming pool a large and costly hotel has been erected to meet the increasing demands of health and pleasure seekers. This is a capacious and elegantly appointed establishment, containing large, airy, and well-lighted chambers, ample public apartments, roomy verandas, and every concomitant of a health and pleasure resort of the best class. The surroundings are of the most picturesque character, and many charming excursions can be made in the neighboring mountains and cañons. The hotel, which is known as The Colorado, was opened in June under the proprietorship of Mr. W. Raymond, with Mr. A. W. Bailey as manager. The parties will be transferred to The Colorado upon arrival at Glenwood Springs, and remain there until Saturday morning.

The Cañon of the Grand River.

On leaving Glenwood Springs the traveler passes through the Cañon of the Grand River for a distance of about eighteen miles. Here the mountain walls shoot up in towering columns and gigantic turrets, to a height of 2,000 feet, while a torrent roars and plunges between. The sunlight reaches only the summits of the tall pines, while the depths of the rift are in everlasting shadow. In places the rocks are a flaming red. On emerging from Grand River Cañon we pass through an open rolling country for thirty or forty miles, at the farther side of which we come to Eagle River Cañon. This is one of the most interesting places in Colorado — doubly so from the fact that the scenery is very grand, while all around are seen indications that we are in the very midst of a great mining section. Up and down the abrupt walls the expanse is dotted with mining camps and mining paraphernalia. The cañon ends at the picturesque little mining town of Red Cliff, and we again emerge into a more open, though elevated country. The scenery from this point, climbing the main range of the Rockies, is very

beautiful. Lofty mountains are seen on every side; and at one point, in looking up one of the narrow gulches, we catch a glimpse of a noble peak — the Mount of the Holy Cross. A horseback ride of seven miles from the nearest railway point is necessary in order to view that great natural marvel.

We cross the Continental Divide at Tennessee Pass, which has an elevation of 10,418 feet — only 142 feet less than two miles — and yet this is called "a comparatively low and easy pass," as such things are classed in Colorado. Next we descend the valley of the Arkansas River, between lines of mighty hills, passing through Granite, Buena Vista, and other towns. Of these Buena Vista is the most important. It is the centre of considerable mining activity, and a county seat. We shall reach Salida in the afternoon. This thriving town is situated at the junction of the old Leadville and Aspen line, over which we have come, and the narrow-gauge running westward over the elevated Marshall Pass and until recently forming the Salt Lake City line. The town occupies a broad part of the valley and has a glorious outlook upon the surrounding mountains. The Collegiate range rises in the west, with Harvard, Yale, and Princeton in plain view, crowned with perpetual snow, while in the south are the snowy summits of the Sangre de Cristo range; southwest are Mounts Ouray and Shavano.

The Royal Gorge.

Soon after leaving Salida the magnificent scenery of the Cañon of the Arkansas begins. Following down the valley, between the towering range of Arkansas hills upon the left, and the magnificent line of lofty, snow-clad peaks forming the Sangre de Cristo range upon the right, the grandest and most impressive scenery is found in the portion of the cañon known as the Royal Gorge, some ten miles in length. Mountains of rock running up almost perpendicularly nearly half a mile in height, and ter-

minating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrower limits, brawlingly disputes the right of way with the iron steed; and at one place the latter finds foothold on a hanging bridge. After traversing the Royal Gorge the train quickly leaves the mountains behind, and passing Florence, with its oil wells, follows the open valley of the Arkansas to Pueblo.

Manitou.

Continuing from Pueblo over the Denver & Rio Grande Railroad, forty-five miles farther, Colorado Springs is reached, and we there diverge from the main line by a branch, six miles in length, to Manitou. The Barker and Cliff Houses will be our headquarters here. Both these hotels have been greatly enlarged, and now furnish ample accommodations for visitors. Manitou, because of its mineral springs, has been called the "Saratoga of the West." The little town is situated in a narrow valley penetrating the main range through the foot-hills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. The town is invisible until a low ridge extending across the valley is passed, and then the white houses and hotels come suddenly into view. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs, six or seven in number, are situated on the banks of Fountain Creek, a swift mountain stream which flows through the centre of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are within a very short distance of the hotels, as is also the splendid bathing establishment opened in 1884. Manitou has an elevation of 6,297 feet — six feet higher than the summit of Mount Washington, the most elevated point in New England — and

Pike's Peak rises but a few miles away to the height of 14,147 feet. A railway (operated only in the summer and early autumn) leads to the summit.

The Garden of the Gods lies east of Manitou, and between that place and Colorado Springs. It is a park-like tract, inclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks carved by the elements in past ages. Williams Cañon is near the village of Manitou, and a mile from the entrance is the Cave of the Winds, an extensive cavern. The Manitou Grand Caverns, which are situated in the Ute Pass, with an entrance about 200 yards above Rainbow Falls, were more recently discovered and are more generally visited. They were opened to the public by their proprietor, Mr. George W. Snider, in March, 1885.

Denver.

Leaving Manitou Tuesday morning, we shall proceed over the Denver & Rio Grande Railroad to Denver, eighty-one miles distant. That city will be reached about noon, and the train will be side-tracked, as the afternoon will be devoted to sight-seeing. Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858–59. In 1860 it was a straggling camp, consisting principally of log cabins and tents. In 1870 it had 4,579 inhabitants; in 1880, 35,719; and within the succeeding year over 600 buildings were erected, and the population increased to over 40,000. In the last decade the city has made giant strides, and must now be classed among the great cities of the country. The recent census places it the twenty-sixth in the list of American cities, with 106,713 inhabitants. In 1880 it stood forty-ninth. Its streets are regularly and handsomely laid out; its public and business edifices and its private residences are elegant and substantial; schools, churches, and newspapers abound; and, in short, Denver has every sign of thrift, enterprise, wealth and progress.

From Denver Eastward.

The parties will leave Denver Tuesday evening by the Chicago, Rock Island & Pacific Railway. The route for many hours lies over the "Great Plains," which stretch from the Rocky Mountains to the Missouri River. Omaha occupies elevated ground on the west bank of the Missouri, and the train crosses the river to Council Bluffs, Ia., on a splendid iron bridge, by daylight Wednesday. The Rock Island route passes through some of the principal towns of Iowa. Crossing the Mississippi from Davenport to Rock Island, Illinois is reached, and the train runs on through Moline, Bureau, Joliet, and other important places. Leaving the Chicago, Rock Island & Pacific Railway at Blue Island Junction, Ill., seventeen miles from Chicago, on Thursday, the homeward route will be to Port Huron, *via* the Chicago & Grand Trunk Railway, under the St. Clair River, through the new tunnel, and thence to Suspension Bridge *via* the Great Western Division of the Grand Trunk Railway, and from Suspension Bridge to Philadelphia by the Lehigh Valley Route, traversing Central New York and Pennsylvania.

Niagara Falls.

The several parties will arrive at Niagara Falls Friday morning, and remain there until afternoon. The passengers will thus have an opportunity to visit all the points of interest in the neighborhood of the great cataract. Leaving Niagara Falls Friday afternoon, the train will arrive in Philadelphia the next morning.

These tours embrace about 12,000 miles of travel. For the itineraries in detail see pages 15–30.

"STOP-OVERS" IN CALIFORNIA.

Arrangements for Members of the Mexico Excursions Who Wish to Prolong Their Stay on the Pacific Coast.

We have already mentioned briefly on page 9 that members of our Mexico and California excursions who desire to prolong their sojourns on the Pacific coast, or to return East by a different route from that of the regular parties, as hereinbefore described, can do so. Entire freedom of movement is allowed by our tickets after the arrival of the passenger at Colton, Cal. The coupons contained in the regular ticket for hotel accommodations and meals in Southern California, Santa Cruz, Monterey, San Jose, and San Francisco, as well as those for railway passage and side trips to all points west of Colton, may be used at any time during the stay in California. The travelers are thus permitted to make the journey through Southern and Central California at leisure. The return tickets, from California East, are good until October. There is a choice of several dates of return from San Francisco under special escort by the Denver & Rio Grande route, and of two different dates of return under special escort by the Northern Pacific route. The tickets are equally good for the tour through California, and the return trip, independently on any train during the spring and summer, without the sacrifice of any of their incidental features, except special train service and the unusual facilities for sight-seeing thus afforded. Those who return through the Pacific Northwest and over the Northern Pacific Railroad may make a side trip through the Yellowstone National Park or not, as desired. Passengers desiring to return by the Northern Pacific route must indicate such choice when

the excursion ticket is taken. The tickets allow the holder the privilege of stopping off at any point on the return trip between the Pacific coast and Chicago. For the extra time taken by those who leave our Mexico parties in California hotel coupons at reduced rates can be had if desired.

OUR SYSTEM OF HOTEL COUPONS.

The tickets provided in connection with the itineraries of the regular Mexico-California trips include board and hotel accommodations for the entire period of the stay of the scheduled parties in California, as well as for the time occupied in the journeys through the southern States and Mexico, and to and from the Pacific coast. For longer sojourns, if desired, coupons, each good for a day's board at leading hotels, may be obtained at our offices in Boston, New York, Philadelphia, the Hotel del Coronado, Los Angeles, The Raymond, or San Francisco. These coupons can be bought or used only by members of our excursion parties, and embody very important advantages. During the past few years many thousand people have visited the Pacific coast under our auspices. This large volume of business — most of which they would not have had otherwise — has been of great value to the principal California hotels. Our patrons are thus naturally and reasonably accorded many favors not ordinarily granted to other tourists. At some of the most important hotels a reduction of fifty cents per day from regular rates is made to persons holding our hotel coupons. In the case of other hotels, the coupons specify the accommodations to which the holders are entitled, the same being more desirable than those offered for the same price to travelers not holding our tickets.

The hotel coupons may be had singly or in any number desired, so that holders of our excursion tickets can avail themselves of their advantages either for long or short

periods. These coupons are of three different classes, viz.: Form A, $3.50 per day; Form B, $3.00 per day; Form C, $2.50 per day. At certain hotels the rate will be made $2.00 per day for holders of our coupons, a rebate of fifty cents on each coupon of Form C being allowed the ticket holder at the hotel when settlement is made. As a matter of convenience, books have been prepared containing 50 coupons (20 of form A, 20 of Form B, and 10 of Form C). These books are sold at $155 each.

In all cases our hotel coupons are sold without profit, solely for the advantage of our passengers, and whenever redeemed full repayment will be made at the face value. Thus the entire benefit of all reductions in rates accrues to the ticket holder.

The following is a list of the hotels in California and elsewhere at which the several classes of coupons will be valid: —

Monterey, Cal.— Hotel del Monte, Georg Schönewald, manager. Form A coupons will entitle the holder to a room in either annex with connecting bath-room, or to a bed-room and parlor in the main building, when apartments are occupied singly. When two persons occupy one room, Form B coupons will be accepted for the foregoing. Form B coupons will also be accepted, with one person in a room, for a room in either annex without bath-room.

San Francisco, Cal.— Baldwin Hotel, E. J. Baldwin, proprietor, Col. R. H. Warfield, manager. Form A coupons for rooms with bath-room connecting. Form B coupons for rooms without bath-room.

San Jose, Cal.— Hotel Vendome, George P. Snell, manager. Form A coupons for rooms with bath-room connecting. Form B coupons for rooms on the first, second, and third floors without bath-room. Form C coupons for rooms on the fourth floor.

Santa Cruz, Cal.— Pope House, Mrs. Anna Pope, proprietor; *Pacific Ocean House*, Sullivan & Chase, proprietors; and *Riverside House and Cottages*, Fred Barson, proprietor. Form C will be accepted at all these houses, and a rebate will be made of 50 cents per day. At the *Sea Beach Hotel*, J. T. Sullivan, proprietor, Form C will be accepted for rooms on the east side, facing the bay; there will be a rebate of 50 cents each on such coupons for rooms on the west side.

San Rafael, Cal.— Hotel Rafael, O. M. Brennan, manager. Form B coupons for front rooms for one person, or Form C if two persons in a room; for other rooms, Form C.

Santa Barbara, Cal.— The Arlington, C. C. Wheeler, manager. Form A coupons will be accepted at this house with one person in a room. When two persons occupy the same apartment Form B will be taken. *The San Marcos*, E. P. Dunn, proprietor, Form C.

Riverside, Cal.— The Glenwood, Frank A. Miller, proprietor, and F. W. Richardson, manager. Form C.

Redlands, Cal.— The Terrace Villa, William M. Tisdale, proprietor. Form C, with a rebate of 50 cents per day.

Los Angeles, Cal.— The Westminster, O. T. Johnson, proprietor, and M. M. Potter, manager. Form B coupons will be accepted for outside rooms when occupied by two persons; with only one occupant, Form A will be required.

Santa Monica, Cal.— Hotel Arcadia, S. Reinhart, proprietor. Form B coupons will be accepted for rooms on the second and third floors, with one person in a room. When two persons occupy the same apartment, Form C will be taken.

Sacramento, Cal.— Golden Eagle Hotel, W. O. Bowers, proprietor. Form C.

Manitou, Col.— Cliff House, E. E. Nichols, proprietor, and E. E. Nichols, Jr., manager; and *Barker's Hotel*, C. W. Barker, proprietor. Form B.

Salt Lake City, Utah.— The Knutsford, G. S. Holmes, proprietor. Form B.

Las Vegas Hot Springs, New Mexico.— The Montezuma, Clark D. Frost, manager, Form C.

Portland, Ore.— The Portland, Wm. H. Barmore, manager. Form A.

East Pasadena Cal.— The Raymond, W. Raymond, proprietor, M. C. Wentworth, manager. *San Diego, Cal.— Hotel del Coronado, Coronado Beach*, E. S. Babcock. manager. *Glenwood Springs, Col.— The Colorado*, W. Raymond, proprietor, A. W. Bailey, manager. *Kansas City, Mo.— Midland Hotel*, Fifth Avenue Hotel Company (James B. Smith, president), proprietors, and C. G. Baird, manager.— A reduction of 50 cents per day for each person from regular rates will be made at these hotels to holders of our hotel coupons.

Several of the hotels in the above list where our coupons may be used in payment for prolonged sojourns, if desired, are on our homeward routes. At most of these places brief halts are made by the returning parties, the same being provided for by the excursion ticket. The hotel coupons are needed only in longer visits. Such hotels are The Montezuma, at Las Vegas Hot Springs, N. M., the Midland Hotel, Kansas City, Mo., The Portland, Portland, Ore., The Knutsford, Salt Lake City, U. T., The Colorado, Glenwood Springs, Col., and the Cliff and Barker Houses, Manitou.

The hotel coupons may be bought in any number desired at our Eastern offices, or of our agents in California, Charles C. Harding, The Raymond, East Pasadena, Edward T. Ryder, Hotel del Coronado, San Diego, or Carroll Hutchins, Room 88 Crocker Building, San Francisco. Unused hotel coupons will be redeemed by Mr. Harding, Mr. Ryder, or Mr. Hutchins, or at our Eastern offices, at the full price paid for the same.

THE TRIP FROM SOUTHERN CALIFORNIA NORTH.

There will be six dates when members of one or another of our Mexico-California excursions who stop over in Southern California can go through to San Francisco with personal escort. On three of them the cars will start from Los Angeles, connections being made from Pasadena and other points on the Southern California Railway lines, with a transfer from the Santa Fe station to the Southern Pacific Company's station in Los Angeles. Santa Barbara passengers can connect with these trains at Saugus. On three other days the train will start from Santa Barbara, but passengers from Los Angeles and other southern points can take the regular train and connect at Saugus. The dates from Los Angeles are March 29, April 19, and May 4, and from Santa Barbara, April 5, April 26, and May 18. In each instance San Francisco will be reached the following day.

The excursion tickets are also good on all trains to San Francisco, either from Los Angeles or Santa Barbara.

Persons desirous of securing places on any of these trains should notify Charles C. Harding, Agent for the Raymond & Whitcomb Excursions, at The Raymond, East Pasadena, Cal., or Edward T. Ryder, agent at the Hotel del Coronado, San Diego, so that their names may be registered at least two weeks in advance. The Pullman sleeping-car coupons, reading from Los Angeles or Santa Barbara to San Francisco, must be forwarded to Mr. Harding at least four days in advance of date of departure.

Itineraries.

March and April Trips from Los Angeles to San Francisco.

THURSDAY, March 29.
THURSDAY, April 19.
} Leave Los Angeles at 2.00 P. M. *via* the Southern Pacific Company's line, in Pullman palace cars; supper at station dining rooms, Mojave.

FRIDAY, March 30.
FRIDAY, April 20.
} Breakfast on Southern Pacific dining car; arrive at Oakland Pier at 8.45 A. M., and in San Francisco by ferry at 9.15 A. M.

NOTE.— Passengers can leave Santa Barbara at 8.50 A. M., and connect with the train from Los Angeles at Saugus.

May Trip from Los Angeles to San Francisco.

FRIDAY, May 4.— Leave Los Angeles at 10.40 P. M., *via* the Southern Pacific Company's line, in Pullman palace cars; passengers from Santa Barbara can leave that place at 4.10 P. M.

SATURDAY, May 5.— *En route* northward; breakfast at Bakersfield, dinner at Fresno, supper at Lathrop; arrive at Oakland Pier at 8.10 P., and in San Francisco by ferry at 8.45 P. M.

March and April Trips from Santa Barbara to San Francisco.

THURSDAY, April 5.
THURSDAY, April 26.
} Leave Santa Barbara at 9.00 P. M. (Victoria street station) *via* the Southern Pacific Company's line, in Pullman palace cars; from Saugus northward *via* the main line.

FRIDAY, April 6.
FRIDAY, April 27.
} *En route* northward; arrive at Oakland Pier at 8.10 P. M., and in San Francisco by ferry at 8.45 P. M.

NOTE.— Passengers from Los Angeles or other Southern California points can leave Los Angeles at 10.40 P. M., and connect with the train from Santa Barbara at Saugus.

May Trip from Santa Barbara to San Francisco.

FRIDAY, May 18.— Leave Santa Barbara at 8.50 A. M. (Victoria street station) *via* the Southern Pacific Company's line, in Pullman palace cars; continue northward from Saugus *via* main line; dinner at Saugus, supper at Mojave.

SATURDAY, May 19.— Breakfast at Lathrop; arrive at Oakland Pier 11.45 A. M., and in San Francisco by ferry 12.15 P. M.

NOTE.— Passengers from Los Angeles or other Southern California points can leave Los Angeles at 2.00 P. M., and connect with the train from Santa Barbara at Saugus.

SIDE TRIPS IN CALIFORNIA.

The Big Tree Groves and the Yosemite Valley.

Special tickets at a low rate will be sold to members of our parties who desire to make a spring or early summer visit to the Big Tree Groves and the Yosemite Valley. The valley is not generally accessible in March, on account of snow on the mountains, but the roads are always open in May, and nearly every season in April. Persons who desire to visit the valley can do so to the best advantage in a side trip, while making the journey one way or the other between Los Angeles and San Francisco. A branch railway line extends from Berenda (304 miles from Los Angeles and 178 miles from San Francisco) a distance of twenty-one miles to the station of Raymond; and stage transportation from that point to the Wawona Hotel (formerly Clarke's or Big Tree Station), and thence into the valley, will be furnished by the Yosemite Valley Stage and Turnpike Company. The extension of the railroad toward the valley has materially decreased the stage journey. The whole distance to be traveled by stage is now only seventy miles—forty-two from Raymond to Wawona, and twenty-eight from Wawona to the valley. The cost of the trip from Berenda into the valley and return, including the side trip from Wawona to the Big Trees and back, for members of our parties, is $35. This sum does not include hotel accommodations or meals. Many other delightful side trips off the main lines of travel may be taken in California. With the exception of the Yosemite Valley all the chief places of interest are accessible the year round, and for most of them passage coupons are provided in our excursion tickets. These may be used in any desired order and whenever most convenient for the holders during their stay on the Pacific Coast.

A Voyage under Personal Escort to the Hawaiian Islands.

Our sixth excursion to the Hawaiian Islands under personal escort has been arranged to take place in March. This trip affords one of the most novel and exhilarating experiences of modern travel, and now that the tourist can surround himself with every comfort and luxury, the excursion is one that should command general attention. The steamers of the Oceanic Steamship Company (J. D. Spreckels & Brothers Co., general agents, and Lewis F. Cockroft, general passenger agent) are vessels of 3,000 tons and upwards, and all are admirably fitted for passenger service, with every modern convenience. The state-rooms, dining hall, and social hall are elegantly furnished and lighted by incandescent electric lights. The distance from San Francisco to Honolulu is 2,100 miles, and the voyage each way occupies seven days. Sailing from San Francisco Saturday, March 17, the party will reach Honolulu Saturday, March 24. The Royal Hawaiian Hotel, a comfortable and well-appointed establishment, built by the government, with commodious grounds and dependent cottages, will be our headquarters during our sojourn on the islands. Ample time will be afforded not only for a visit to the famous volcano of Kilauea, on the island of Hawaii, but also for numerous other little side trips and excursions, and for a full enjoyment of the city of Honolulu and its picturesque surroundings. Tropical life here has many strange features and new delights. The scenery is romantic and beautiful beyond description. The "Volcano Trip," as it is called, occupies between six and eight days. The Volcano House is situated 4,040 feet above the sea and near the caldera or crater, down into which, 487 feet below the rim, the visitor must go in order to reach the "House of Fire," or burning lake. This is the largest active volcano on the globe, and a visit to its awful brink at night is an experience well repaying one for all the fatigue of the journey.

Leaving Honolulu Saturday, April 28, on one of the fine steamers of the Oceanic Company's line, the party will reach San Francisco on Saturday, May 5.

The cost of this excursion, from San Francisco back to San Francisco, inclusive of first-class passage on all steamers, with state-room berths and meals, board for the period of thirty-five days passed at Honolulu or on other parts of the Hawaiian Islands, and the entire expenses of the Volcano Trip (steamer fare, meals, state-room berths, wagons or saddle-horses, hotel board and guides' fees), and the various carriage rides and railway trips mentioned in the itinerary, will be $275. The number of passengers must necessarily be limited. All applications for tickets should be made at our offices in the East before starting upon the California trip, or to Charles C. Harding, The Raymond, East Pasadena, or Carroll Hutchins, Room 88, Crocker Building, San Francisco.

Tickets for this trip should be taken on or before Saturday, February 24, three weeks in advance of the date of departure. This is desirable in order that ample state-room accommodations may be secured.

The following will be the itinerary: —

SATURDAY, March 17. — Leave San Francisco on one of the magnificent steamers owned by the Oceanic Steamship Company, sailing from the company's wharf, foot of Folsom street, at 2.00 P. M.

NOTE. — The steamship company may be compelled to make a slight change in the sailing date.

SUNDAY, March 18. MONDAY, March 19. TUESDAY, March 20. WEDNESDAY, March 21. THURSDAY, March 22. FRIDAY, March 23.	On the ocean voyage.

SATURDAY, March 24.—Arrive at Honolulu. Carriage transfer to the Royal Hawaiian Hotel, G. W. Macfarland & Co., proprietors.

SUNDAY, March 25.	WEDNESDAY, April 11.	To be spent upon the islands. About eight days of this time will be occupied in making the "Volcano Trip" by the Wilder Steamship Company's steamer "Kinau," from Honolulu to Hilo and return. There will also be several short excursions by rail and carriage during the stay in Honolulu, namely: To Nuuanu, Pali, Manoa Valley, Punch Bowl Hill, Mount Tantalus, Waikiki and Kapiolani Park, and a trip by the Oahu Railway to Ewa Plantation on Pearl River Harbor. There will also be a carriage ride to the chief points of interest in the city, and to Kamehameha School and Oahu College.
MONDAY, March 26.	THURSDAY, April 12.	
TUESDAY, March 27.	FRIDAY, April 13.	
WEDNESDAY, March 28.	SATURDAY, April 14.	
THURSDAY, March 29.	SUNDAY, April 15.	
FRIDAY, March 30.	MONDAY, April 16.	
SATURDAY, March 31.	TUESDAY, April 17.	
SUNDAY, April 1.	WEDNESDAY, April 18.	
MONDAY, April 2.	THURSDAY, April 19.	
TUESDAY, April 3.	FRIDAY, April 20.	
WEDNESDAY, April 4.	SATURDAY, April 21.	
THURSDAY, April 5.	SUNDAY, April 22.	
FRIDAY, April 6.	MONDAY, April 23.	
SATURDAY, April 7.	TUESDAY, April 24.	
SUNDAY, April 8.	WEDNESDAY, April 25.	
MONDAY, April 9.	THURSDAY, April 26.	
TUESDAY, April 10.	FRIDAY, April 27.	

SATURDAY, April 28.—Leave Honolulu on one of the Oceanic Steamship Company's steamers at 12.00 M.

SUNDAY, April 29.	On the ocean voyage.
MONDAY, April 30.	
TUESDAY, May 1.	
WEDNESDAY, May 2.	
THURSDAY, May 3.	
FRIDAY, May 4.	

SATURDAY, May 5.—Arrive at San Francisco.

NOTES ABOUT THE RETURN TRIPS.

Members of our Mexico-California excursions who leave their regular scheduled parties in California, subsequently returning East either with later parties or independently, should bear in mind the information given below:—

All passengers are required to designate their returning route when the tickets are bought.

Those who desire to return with a party must register their names for the particular date at least two weeks in advance of the time of leaving San Francisco or Los Angeles. All applications relating to return trips, extra sleeping-car accommodations on the homeward journey, etc., should be made to Carroll Hutchins, agent for Raymond & Whitcomb, Room 88, Crocker Building, San Francisco, Cal., in the case of persons returning from San Francisco by the Denver & Rio Grande or Northern Pacific route, or to Charles C. Harding, agent for Raymond & Whitcomb, The Raymond, East Pasadena, Cal., if the passenger is to return from Los Angeles by the Santa Fe route.

All persons who intend returning with a party, and who have registered their names therefor, must forward their Pullman sleeping-car coupons (reading from Los Angeles, to Kansas City, San Francisco to Ogden, or San Francisco to Portland, as the case may be) to one of our offices at least *four days in advance of the date of departure;* those returning by the Santa Fe route sending to Mr. Harding, and those returning by the Denver & Rio Grande or Northern Pacific route to Mr. Hutchins. Where this rule is not observed, places in the sleeping cars will not be held, and the names will not be placed on the room-lists for the hotels where sojourns are to be made returning.

All applications for extra sleeping-car accommodations, either whole sections or drawing-rooms, from Los Angeles to San Francisco, or eastward from Los Angeles

by the Santa Fe Route, must be made to Charles C. Harding, agent for Raymond & Whitcomb, at The Raymond, East Pasadena, Cal.

Applications for extra sleeping-car accommodations eastward from San Francisco, by the Denver & Rio Grande or Northern Pacific Route, must be made to Carroll Hutchins, agent for Raymond & Whitcomb, Room 88, Crocker Building, San Francisco, Cal. All applications are registered in the order they are received.

Payment for extra sleeping-car accommodations must be made in advance of the departure of the party, or the space will not be held.

On the returning excursions sleeping-car coupons must be used for a continuous trip from the starting point to the destination named thereon. If "stop-offs" are made between the initial and terminal stations named on the coupon, the coupon will not be available on the resumption of the journey. Persons who return independently, and wish to stop off at intermediate stations, should pay the usual Pullman fares from point to point and retain their coupons, which will be redeemed at the through Pullman fare for the distance covered by the coupons.

The returning tickets by the Denver & Rio Grande line are also good over the Colorado Midland Railway, so that persons traveling homeward independently have a choice of routes east of Grand Junction, Col. Between Denver and Chicago passengers returning independently may travel *via* either Council Bluffs or Kansas City.

Persons traveling from Salt Lake City eastward, *via* the Denver & Rio Grande route, on regular trains, will make the journey somewhat more quickly than the "specials." Meal coupons that remain unused under such circumstances can be made available at the hotels in Glenwood Springs or Manitou, or will be redeemed at any of our eastern offices.

Passengers returning independently by the Denver & Rio Grande route must exchange their sleeping-car coupons at the office of the district superintendent of the Pullman Palace Car Company in the station at Ogden, or at the office of the Rio Grande Western Railway in Salt Lake City. Sleeping-car coupons should also be exchanged at Denver and Council Bluffs (Denver & Rio Grande route), Kansas City (Santa Fe route), and Portland, Tacoma, and St. Paul (Northern Pacific route).

Persons returning eastward independently from Chicago, or any point west thereof, are required to exchange their passage and sleeping-car tickets in Chicago. This may be done either at the Chicago & Grand Trunk Railway ticket office, Blue Island Junction; at the ticket office in the Dearborn station (Polk street, head of Dearborn street), Chicago; or at the city ticket office of the Chicago & Grand Trunk Railway, 103 South Clark street, Chicago, E. H. Hughes, agent. Applications for sleeping-car accommodations must be addressed to Mr. Hughes. Niagara Falls is the only place east of Chicago where "stop-overs" are allowed. Persons desiring to avail themselves of the privilege of stopping there can take the train leaving Chicago at 3.00 P. M., arrive at Niagara Falls the next morning, spend the day, leave for the East at night, and arrive in Philadelphia the following morning. Those who do not wish to stop at Niagara Falls can take a train coming directly through from Chicago to Philadelphia, and requiring only one night on the road. In either case Mr. Hughes should be given early notification, in order that the necessary sleeping-car accommodations may be reserved.

Persons remaining in San Francisco later than June 11, 1894, should apply, before leaving for the East, to our agent, Clinton Jones, No. 36 Montgomery street, San Francisco, for information and assistance in connection with the signing of the excursion ticket, securing sleeping-berths, etc. Persons returning independently can also

apply for information or assistance to our Pacific-Northwest agent, A. D. Charlton, No. 121 First street, Portland, Ore.

Price of Tickets for the Returning Excursions via Northern Pacific Railroad.

The price of tickets for the return through Oregon, Washington, and the Puget Sound country, and thence eastward over the Northern Pacific Railroad, in accordance with the first itinerary by this route given hereafter, is $755. This sum includes everything enumerated in connection with the regular Mexico and California trip up to the time of leaving San Francisco (April 2, April 23, or May 14), and all traveling expenses homeward from San Francisco, *via* the Mount Shasta route, the Puget Sound steamers, the Northern Pacific Railroad, etc., with side trip up the Columbia River, hotel accommodations, meals, transfers, a double berth (half a section) in all sleeping cars, services of special conductors, and care and transportation of checked baggage to the amount of 150 pounds for each ticket. It does not include hotel accommodations in California for the intervals between the departure of the regular party eastward and the date when the passenger leaves San Francisco, except where regular coupons remain unused.

The price of tickets for the side trip from Livingston, Mon., through the Yellowstone National Park, and back to Livingston, including stage fare in accordance with the second itinerary by the Northern Pacific route, as given below, hotel accommodations and meals for one week, is $65 additional. The National Park trip can be taken at any time in the season of 1894.

HOMEWARD ROUTES AND ITINERARIES.

Returning Excursions by the Denver & Rio Grande Route.

Five parties will come from San Francisco eastward under personal escort by the Denver & Rio Grande route, subsequent to the return of the first Mexico-California excursion. The dates of departure (including those of the second and third Mexico parties) will be Mondays, April 23, and May 7, Tuesday, May 8, and Mondays, May 14 and June 11. The party returning May 8 will make a quick trip through to destination, without stopping at Manitou or elsewhere *en route*. The itineraries of the other four returning excursions are as follows: —

ITINERARIES.

MONDAY, April 23. MONDAY, May 7. MONDAY, May 14. MONDAY, June 11.	Leave San Francisco at 4.00 P. M., from the Oakland ferry, foot of Market street, and leave Oakland Pier at 4.32 P. M., by the Southern Pacific Company's Ogden route, taking a train of Pullman palace sleeping cars with dining car; arrive at Sacramento 8.10 P. M.
TUESDAY, April 24. TUESDAY, May 8. TUESDAY, May 15. TUESDAY, June 12.	Leave Sacramento at 11.40 A. M.; cross the Sierra Nevada by daylight.
WEDNESDAY, April 25. WEDNESDAY, May 9. WEDNESDAY, May 16. WEDNESDAY, June 13.	*En route* through Nevada and Utah. Arrive at Ogden, U. T., 10.00 P. M., and leave, *via* the Rio Grande Western Railway, for Salt Lake City; on arrival in Salt Lake City the train will be side-tracked for the night and the succeeding forenoon.

NOTE.— Railway time changes at Ogden from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, April 26. THURSDAY, May 10. THURSDAY, May 17. THURSDAY, June 14.	Leave Salt Lake City at 1.00 P. M. *via* the Rio Grande Western Railway.
FRIDAY, April 27. FRIDAY, May 11. FRIDAY, May 18. FRIDAY, June 15.	Arrive at Glenwood Springs, Col., on the Denver & Rio Grande Railroad, at 8.30 A. M.; transfer to The Colorado, W. Raymond, proprietor, A. W. Bailey, manager.
SATURDAY, April 28. SATURDAY, May 12. SATURDAY, May 19. SATURDAY, June 16.	Transfer from The Colorado to the Denver & Rio Grande station, and leave Glenwood Springs at 7.30 A. M.; pass through the cañon of the Grand River, over Tennessee Pass, and down the Arkansas River, through the Grand Cañon and the Royal Gorge, by daylight; arrive at Manitou about midnight, and remain on the cars; in the morning omnibus transfer to the Cliff House, E. E. Nichols, proprietor, and E. E. Nichols, Jr., manager, and the Barker Hotel, C. W. Barker, prop.
SUNDAY, April 29. SUNDAY, May 13. SUNDAY, May 20. SUNDAY, June 17.	At Manitou.
MONDAY, April 30. MONDAY, May 14. MONDAY, May 21. MONDAY, June 18.	At Manitou.
TUESDAY, May 1. TUESDAY, May 15. TUESDAY, May 22. TUESDAY, June 19.	Transfer from the hotels to the station, and leave Manitou by the Denver & Rio Grande Railroad at 8.00 A. M.; arrive in Denver at 11.30 A. M.; leave Denver at 5.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

NOTE.— Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

WEDNESDAY, May 2. WEDNESDAY, May 16. WEDNESDAY, May 23. WEDNESDAY, June 20.	*En route* eastward through Kansas, Nebraska, and Iowa; **arrive at** Omaha about 4.00 P. M. and Council Bluffs 4.30 P. M.; leave Council Bluffs about 5.30 P. M.
THURSDAY, May 3. THURSDAY, May 17. THURSDAY, May 24. THURSDAY, June 21.	On the Chicago, Rock Island & Pacific Railway *en route* through Iowa and Illinois; arrive at Blue Island Junction about 12.00 noon; thence east on the Chicago & Grand Trunk and Grand Trunk Railways.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, May 4. FRIDAY, May 18. FRIDAY, May 25. FRIDAY, June 22.	Arrive at Niagara Falls, N. Y., 8.30 A. M. and remain until afternoon; leave Niagara Falls *via* the Lehigh Valley route (from the New York Central & Hudson River Railroad station) at 5.35 P. M.
SATURDAY, May 5. SATURDAY, May 19. SATURDAY, May 26. SATURDAY, June 23.	Arrive in Philadelphia (station of the Philadelphia & Reading Railroad, Twelfth and Market streets) at 7.24 A. M.

Special Quick Trip Returning by the Denver & Rio Grande Route.

As there are likely to be persons who will desire to return from San Francisco in the most expeditious manner, an excursion has been arranged over the Denver & Rio Grande Route, without the halts at Sacramento, Glenwood Springs, Manitou, or Denver. The itinerary follows:—

Itinerary.

TUESDAY, May 8.— Leave San Francisco at 7.30 A. M. from the Oakland ferry, foot of Market street, and leave Oakland Pier at 8.00 A. M., by the Southern Pacific Company's Ogden route, in Pullman palace sleeping cars; cross the Sierra Nevada by daylight.

WEDNESDAY, May 9.— *En route* through Nevada and Utah; arrive at Ogden at 10.00 P. M., and proceed at once to Salt Lake City *via* the Rio Grande Western Railway.

NOTE.— Railway time changes at Ogden from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, May 10.— Arrive in Salt Lake City at an early hour; leave Salt Lake City at 1.00 P. M. *via* the Rio Grande Western Railway.

FRIDAY, May 11.— Arrive at Glenwood Springs at 8.30 A. M., and continue eastward *via* the Denver & Rio Grande Railroad; arrive in Pueblo at 5.55 P. M.; leave Pueblo at 6.30 P. M. *via* the Chicago, Rock Island & Pacific Railway.

SATURDAY, May 12.— *En route* through Kansas, Nebraska, and Iowa.

NOTE.— Railway time changes at Phillipsburg, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SUNDAY, May 13.— Arrive in Chicago at 8.15 A. M.; leave Chicago at 3.00 P. M. *via* the Chicago & Grand Trunk Railway.

NOTE.— Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

MONDAY, May 14.— *En route* eastward, *via* the Grand Trunk Railway and Lehigh Valley route; arrive in Philadelphia (station of the Philadelphia & Reading Railroad, Twelfth and Market streets) at 8.55 P. M.

Returning Excursions by the Northern Pacific Route.

Members of the Mexico and California excursion parties who desire to return eastward *via* the Northern Pacific Railroad can do so, either in connection with parties under special escort, or independently. There will be two excursions returning through Oregon, Washington, the Puget Sound region, and eastward over the Northern Pacific Railroad, the dates of departure from San Francisco being Monday, April 23, and Monday, June 4. In connection with the last excursion there will be an opportunity to make a tour of a week through the Yellowstone National Park.

The route northward from San Francisco to Portland is over the Southern Pacific Company's newly completed "Mount Shasta Line," which traverses the rich Sacramento Valley, and, passing within a few miles of glorious Mount Shasta (14,442 feet elevation), makes its way through the Siskiyou Mountains into Oregon. At the nearest point to Mount Shasta the railway has an elevation of only 3,555 feet, and an unobstructed view is had of the lofty snow-covered peak, so that the mountain picture is majestic in the extreme. During the sojourn in Portland the parties will make their headquarters at the new and magnificent hotel, The Portland. This is one of the largest and most elegant hotels in the West. During the visit to this city there will be a steamer excursion up the noble Columbia River, going as far as Bonneville and return. This trip is through the grandest scenic regions of the Columbia, and superb views are had of Mount Hood, Mount Adams, and the other lofty snow mountains, as well as of the wonderful rock forms and the beautiful cascades upon the river banks. Proceeding from Portland to Seattle, the party will then have a steamer trip over Puget Sound to Victoria, the beautiful island capital of British Columbia.

Puget Sound has an area of 2,000 square miles, with an irregular shore line of 1,800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are huge saw-mills. There are numerous islands, and for the most part they are covered with timber, like the mainland. The lumber and coal trade of the sound is very great and constantly increasing. The shores of the sound are in many places abrupt, and high mountains seem to environ this beautiful body of water. From Commencement Bay, at its southern extremity, and also on the broader part of the sound, Mount Tacoma assumes a majestic appearance; while farther north Mount Baker replaces it with its handsome cone of snow. The latter is situated in the northern part of Whatcom County, near the line of British Columbia, about thirty miles

from the sound, and has an elevation of 10,719 feet. At the head of the broad peninsula west of the sound, extending toward the Strait of Juan de Fuca and forming the northwestern extremity of Washington, is the noble Olympic range of mountains, from 6,000 to upwards of 8,000 feet in height. Returning from Victoria the party will visit Tacoma, stopping at the large and elegant hotel, The Tacoma. This is one of the finest points from which to view the grand mountain of the same name, which towers 14,444 feet above the beholder. The summit is in the region of perpetual snow, and the sides of the mountain are clothed with gigantic glaciers. The visit to Tacoma will extend from Monday morning until Tuesday night.

On leaving for the East, the first stage of the trip on the northern Pacific Railroad is over the Cascade Division of the line. The Stampede Tunnel, 9,850 feet in length, at the summit of the Cascade range, was completed in the spring of 1888. The elevation of the tunnel is 2,809 feet. We descend on the east side into the broad valley of the Yakima, an important tributary of the Columbia, and follow this stream to its junction with the Columbia, near Pasco, 260 miles from Tacoma. At this point we reach the older section of the line, and, continuing eastward, traverse portions of two of Washington's eastern counties — Whitman and Spokane. In Spokane county are several important towns, including Sprague, Cheney, and Spokane. Nineteen miles east of Spokane the boundary line between Washington and Idaho is crossed, and the traveler enjoys a series of magnificent lake and mountain views while passing through this latter State.

The road rounds the upper extremity of lovely Lake Pend d'Oreille. Crossing the Bitter Root Mountains, we traverse the vast State of Montana for its entire length, passing through a mining section of great richness, and through several of its chief towns, including Missoula, either Helena (the capital of the State) or Butte, Bozeman, Livings-

ton, Billings, Miles City, and Glendive. We cross the Rocky Mountains at the Mullan Pass, which is 5,548 feet above the sea, or else through the Homestake Tunnel, east of Butte. The Belt Mountains, east of Bozeman, are also on our route. At Livingston a branch line of railway extends to Cinnabar, fifty-one miles distant, over which the Yellowstone National Park tourists pass in visiting that land of wonders.

From Livingston eastward for 340 miles we follow the course of the Yellowstone River, now a wide and important stream. At Glendive we leave the Yellowstone River to continue its northward course to the Missouri, which it joins near Fort Buford, and, crossing the North Dakota line, traverse the famous "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color.

The region lying east of the remarkable section just referred to is devoted chiefly to cattle-grazing. Between Mandan and Bismarck the railroad crosses the Missouri River on a magnificent three-pier iron bridge, which cost $1,000,000. The thriving city of Bismarck, which lies on the east side of the Missouri, is the capital of North Dakota. Jamestown is another flourishing place, and east of there we pass through the great Red River wheat belt. The famous Dalrymple farms comprise some 75,000 acres of land. Fargo, the financial metropolis of the Red River Valley, is a stirring city of 12,000 inhabitants. It is situated 276 miles from St. Paul. The State of Minnesota is entered at Moorhead, where we cross the Red River from Fargo. The Northern Pacific Railroad traverses this great empire of the West from the Red River to St. Paul, and in an important easterly extension from Brainerd to Duluth, on the shores of Lake Superior. There are also several important branches. Among the principal towns passed through during this part of our journey are Glyndon, Lake Park, Detroit, Perham, Wadena, Verndale, Little Falls, Sauk Rapids, and Anoka.

The first party will reach Minneapolis Saturday noon and the second early Sunday morning, and both will proceed to the palatial West Hotel. Minneapolis will surprise the visitor. It is a marvel in the way of beauty and rapid growth, having actually outstripped the adjacent municipality in population. Its broad and handsome avenues are lined with magnificent buildings, and its suburbs are charming. Within the city are the largest flouring mills in the world, huge lumber mills, and other manufactories which contribute to its wealth. The picturesque and romantic Falls of Minnehaha are a few miles distant from the city, upon a creek of the same name. St. Paul, the capital of the State, eleven miles from Minneapolis, will be visited Monday. This is one of the most remarkable cities in America, and the stranger will at once be struck by the beauty and substantial character of its business and public edifices. Its private residences are also in many cases very elegant and tasteful. It is the centre of much commercial activity. Fort Snelling is very picturesquely situated on the high banks of the Mississippi River, near the mouth of the Minnesota River.

Leaving St. Paul, the first party Monday evening and the second Tuesday evening, we continue our journey eastward. The Albert Lea route, over which we travel, is a part of the popular Rock Island system, being made up of the following named roads: The Minneapolis & St. Louis Railway from St. Paul to Albert Lea, Minn.; the Burlington, Cedar Rapids & Northern Railway from Albert Lea to West Liberty, Ia.; and the Chicago, Rock Island & Pacific Railway thence to Chicago. This line traverses some of the richest portions of Southern Minnesota and Northwestern Iowa, and then crosses the northern part of the great State of Illinois. The train proceeds southward across some half-dozen counties of Minnesota, passing through several flourishing places, including Waseca and Albert Lea. Reaching the borders of Iowa, portions of eleven counties in that rich and productive State are passed

through. Cedar Rapids and Davenport are the chief Iowa cities lying upon this line. Between Davenport and Rock Island the lordly Mississippi rolls, and its floods are crossed by a magnificent bridge. On arriving at Blue Island Junction, Ill., the train will take the Chicago & Grand Trunk and Grand Trunk route eastward. A part of the succeeding day will be passed at Niagara Falls, and Philadelphia will be reached *via* the Lehigh Valley route by the first party Thursday morning, May 10, and by the second party Friday morning, June 29. The itinerary of the first party will be as follows: —

Itinerary of the First Party.

MONDAY, April 23.— Leave San Francisco at 4.00 P. M., from the Oakland ferry, foot of Market street, and leave Oakland Pier at 4.32 P. M., by the Southern Pacific Company's Shasta route, in Pullman palace sleeping cars; arrive at Sacramento at 8.10 P. M.; leave Sacramento at 10.50 P. M.

TUESDAY, April 24.— *En route* in the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down the valleys of the Rogue and Umpqua Rivers.

WEDNESDAY, April 25.— Arrive at Portland at 7.35 A. M.; omnibus transfer to The Portland, William H. Barmore, manager.

THURSDAY, April 26.— Transfer to the Union station, and leave Portland, *via* the Union Pacific Railway, at 8.45 A. M.; arrive at Bonneville at 10.45 A. M.; leave Bonneville by steamer at 12.30 P. M., and descend through the most picturesque part of the Columbia River; lunch on the boat; arrive in Portland at 6.00 P. M.; transfer to the hotel.

FRIDAY, April 27.— Transfer from the hotel, and leave Portland, *via* the Northern Pacific Railroad, at 9.00 A. M.; arrive in Seattle at 5.50 P. M.; transfer to the Hotel Rainier.

SATURDAY, April 28.— Transfer from The Rainier to the wharf, and leave Seattle at 10.15 A. M. on the steamer of the Puget Sound & Alaska Division of the Northern Pacific Company; lunch on board the boat; arrive at Victoria, B. C., 4.30 P. M.; transfer to The Driard, Redon & Hartnegel, proprietors.

SUNDAY, April 29.— In Victoria. Transfer to the steamer in the evening, and leave Victoria at 8.30 P. M.; stateroom berths furnished.

MONDAY, April 30.— Arrive in Tacoma at 5.15 A. M.; transfer to The Tacoma at 7.00 A. M.

TUESDAY, May 1.— Transfer to the Northern Pacific Railroad station, and leave Tacoma at 11.25 P. M. in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railroad Company.

WEDNESDAY, May 2.— *En route* eastward in Eastern Washington and Idaho.

NOTE.— Railway time changes at Hope, Idaho, from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, May 3.— *En route* eastward in Montana.

FRIDAY, May 4.— *En route* eastward in Montana and North Dakota.

NOTE.— Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SATURDAY, May 5.— Arrive in Minneapolis at 11.40 A. M.; transfer from the Union station to the West Hotel, John T. West, proprietor.

SUNDAY, May 6.— In Minneapolis.

MONDAY, May 7.— Leave Minneapolis at 9.00 A. M. for St. Paul; to the Hotel Ryan, Eugene Mehl & Son, proprietors; lunch and dinner there; transfer to the station of the Minneapolis & St. Louis Railway (Albert Lea route), and at 7.05 P. M. leave St. Paul.

TUESDAY, May 8.— On the Chicago, Rock Island & Pacific Railway (Albert Lea route), in Iowa and Illinois; arrive at Blue Island Junction at 12.30 P. M.; thence east *via* the Chicago & Grand Trunk and Grand Trunk Railways.

NOTE.— Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

WEDNESDAY, May 9.— Arrive at Niagara Falls, N. Y., 8.30 A. M.; leave Niagara Falls, *via* the Lehigh Valley route (from the station of the New York Central & Hudson River Railroad) at 5.35 P. M.

THURSDAY, May 10.— Arrive in Philadelphia (station of the Philadelphia & Reading Railroad, Twelfth and Market streets) at 7.24 A. M.

The Side Trip Through the Yellowstone National Park.

In connection with our last returning excursion over the Northern Pacific Railroad, leaving San Francisco June 4 and arriving at Livingston June 15, there will be a side trip of a week through the Yellowstone National Park, under special escort. The itinerary up to the arrival at Livingston will be the same as that just given for the previous excursion.

Leaving Livingston Friday morning the park party will proceed over the branch line to Cinnabar, fifty-one miles distant, and thence by stage seven miles farther to Mammoth Hot Springs. This route takes the traveler through the Upper Yellowstone Valley. The scenery is very bold and picturesque, especially in the vicinity of Emigrant Peak (11,034 feet high) at Cinnabar, and upon the stage road just within the park.

The reservation known as the Yellowstone National Park was set apart for public uses by an act of Congress passed in 1872. It comprised a tract originally about sixty-five miles in length from north to south, and about fifty-five miles in width from east to west, lying chiefly in Northwestern Wyoming, and overlapping, to a small extent, the State boundaries of Montana on the north and Idaho on the west. This gave an area of 3,312 square miles. The park has recently been enlarged by adding strips on the south and east. The lowest elevation of any of the narrow valleys is 6,000 feet, and some of them are from 1,000 to 2,000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height.

The Mammoth Hot Springs are the first objects of interest to be visited within the park. Here a large hotel has been built, and from this point visitors set out on their explorations through this vast wonderland. Smaller hotels are found at the principal points of interest, and all are admirably conducted by a company holding exclusive privileges from the government. The transportation facilities are also excellent.

The Mammoth Hot Springs have built up a succession of terraces about 1,000 feet above the Gardiner River, into which their waters flow, mostly through subterranean channels. There are no active geysers found here, but two large cones of extinct geysers stand at no great distance from the hotel. The beautiful terraces now in process of formation just below the active springs are the most interesting objects to be seen The springs have a temperature varying from 63 to 165 degrees Fahrenheit.

Starting into the park from Mammoth Hot Springs Saturday morning, the road ascends for some miles up the Gardiner River Cañon, and through the wildly beautiful "Golden Gate" to Swan Lake and beyond. The mountain views from the uplands are exceedingly fine. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1,000 feet in length.

The Norris, or Gibbon Geyser Basin, is the first one encountered, and is the highest within the park, its elevation being 7,527 feet above the ocean level. There are numerous springs and a few veritable geysers, the chief of these being "The Monarch." The "Hurricane" is a fierce, roaring spring that is expected to develop into a geyser, and the "Growler" is the significant name of another vigorous steam and water vent. The "New Crater" broke out with great vigor in 1890, but is now less violent, while the "Steamboat Vent" has grown remarkably in size and power during the past year. The "Minute Man" is a small geyser near the road. The road from the Norris Basin southward crosses a ridge, and descending therefrom to the Gibbon Meadows, or Elk Park, soon enters the wild cañon of the Gibbon River. A new road has been constructed, forming a continuation of the old route along the river bank. The falls, which are eighty feet in height, are seen to great advantage from the new roadway.

The Fountain Hotel in the Lower Geyser Basin will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between 30 and 40 square

miles, having an elevation of 7,150 feet, or only 90 feet less than the Upper Geyser Basin, from six to ten miles distant. Above this the surrounding plateau rises from 400 to 800 feet, the slopes being heavily timbered. In this section Dr. Hayden's party found 693 springs, including the Egeria Springs of the Midway Basin, among which the "Excelsior" Geyser and "Prismatic" Lake are counted. The chief points of interest visited by tourists are the "Fountain" Geyser and "Mammoth Paint Pots," which are situated near each other. Nearly two miles distant easterly, but rather difficult of access, is another group of geysers and springs, including the "Great Fountain," one of the most powerful geysers in the park. It is in eruption every forty-six hours, and throws water to the height of from 125 to 150 feet. Sunday will be passed at the Fountain Hotel, and the Upper Geyser Basin will be visited Monday.

In the ride between the Lower and Upper Basins a halt will be made in the Midway Geyser Basin for the purpose of inspecting the great "Excelsior" Geyser, "Turquoise" Spring, and "Prismatic" Lake, all of which lie on the west bank of the river. The "Excelsior," the largest geyser known in the world, was in a state of great activity during 1888, after a period of inaction lasting about six years. Early in 1889 the geyser again ceased action, but in 1890 it resumed its work for a short time, but with diminished force.

About five miles above the "Excelsior" Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it, and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles, and a general elevation of 7,240 feet. There are here forty geysers, nine of which are large, besides many beautiful hot springs. The Upper Basin group includes, with others, the following: "Old Faithful," "Castle," "Bee Hive," "Giant," "Giantess," "Grotto,"

"Grand," "Oblong," "Splendid," "Comet," "Fan," "Mortar," "Riverside," "Turban," "Saw Mill," "Lion," and "Lioness." These are scattered over the surface of the basin, chiefly along the river bank, "Old Faithful," being at the southern extremity, and the "Fan," "Mortar," and "Riverside" at the northern end, near where the wagon road enters the basin. The "Grotto," "Giant," "Oblong," and "Castle" are near the road. The "Bee Hive," with its handsome cone, from which the geyser takes its name, together with the "Giantess" and "Lion" group, is upon the opposite side of the river from the hotel. The "Lone Star" Geyser, celebrated on account of the size and beauty of its cone, is between four and five miles south of the hotel. On the new road leading to the "Lone Star," or near it, is a picturesque fall known as Kepler's Cascade. Many beautiful springs are in proximity to the geysers.

The route from the Upper Geyser Basin to Yellowstone Lake passes over the Continental Divide twice, and affords splendid views of Shoshone Lake and a portion of the park not otherwise seen. The road emerges upon the lake at West Bay, or "The Thumb," near which are some interesting springs and "paint-pots," and also one active geyser known as the "Union." A small steamboat plies upon the lake between West Bay and the hotel near the outlet. Lunch will be taken at this point, and the remainder of the stage ride to the Lake Hotel will occupy most of the afternoon of Tuesday.

The Yellowstone Lake lies at an elevation of 7,741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet a new and commodious hotel has been built. The view from this point is charming. About three and a half miles from the hotel, at an elevation of

8,000 feet above the sea, is a natural bridge. A little stream has worn its way down through a rock wall, and directly under the arch is a fall of about forty feet.

Leaving the Lake Hotel Wednesday morning, we shall proceed to Yellowstone Falls and the Grand Cañon of the Yellowstone. We pass on our way a wonderful object known as the "Mud Volcano." It is a pit about twenty feet in depth, and from a capacious opening on one side at the bottom boiling mud surges forth with great vehemence. The road follows the west bank of the river nearly all the way, and a few miles from our destination passes Sulphur Mountain, or Crater Hills, an extensive deposit of sulphur in a region of hot springs, one of which, at the base of the hill near the road, is especially active.

Upon an elevated plateau above the river at the head of the Grand Cañon, a new and capacious hotel, fitted up with modern improvements, has been built. In its approach to the hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height, upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one third of the cataract from view. Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though not more picturesque. Here the waters pour into the fearful abyss of the Grand Cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and *algae*.

The cañon is considered by many the greatest of the park marvels. The height of the plateau at the falls is 7,800 feet. It increases slightly northeastward, until, in passing the mountains, it has an elevation of about 8,000 feet. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the distance. On the apex of one of these pillars is an eagle's nest. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimsons and greens are seen with all their gradations and blendings.

From the Grand Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the upper Gibbon River. The Virginia Cascades, which are at the side of the stage road, form one of the prettiest sights in the park. From the Norris Geyser Basin Hotel, where we dine, we proceed to Mammoth Hot Springs, arriving at the latter point Thursday afternoon.

Leaving the Mammoth Hot Springs Friday, June 22, the party will journey eastward. Sunday will be passed in Minneapolis, and St. Paul will receive a visit Monday and Tuesday. Leaving St. Paul Tuesday evening, the party will arrive at Blue Island Junction Wednesday noon. It will devote part of the following day to Niagara Falls, and reach Philadelphia Friday morning, June 29. The complete itinerary follows: —

Itinerary of the Second Party, Including the Yellowstone National Park.

MONDAY, June 4.— Leave San Francisco at 4.00 P. M., from the Oakland ferry, foot of Market street, and leave Oakland Pier at 4.32 P. M., by the Southern Pacific Company's Shasta route, in Pullman palace sleeping cars; arrive at Sacramento at 8.10 P. M.; leave Sacramento at 10.50 P. M.

TUESDAY, June 5.— *En route* in the upper valley of the Sacramento, through the Mount Shasta region, over the Siskiyou Mountains, and down the valleys of the Rogue and Umpqua Rivers.

WEDNESDAY, June 6.— Arrive at Portland at 7.35 A. M.; omnibus transfer to The Portland, William H. Barmore, manager.

THURSDAY, June 7.— Transfer to the Union station, and leave Portland *via* the Union Pacific Railway at 8.45 A. M.; arrive at Bonneville at 10.45 A. M.; leave Bonneville by steamer at 12.30 P. M., and descend through the most picturesque part of the Columbia River; lunch on the boat; arrive in Portland at 6.00 P. M.; transfer to the hotel.

FRIDAY, June 8.— Leave Portland *via* the Northern Pacific Railroad at 9.00 A. M.; arrive in Seattle at 5.50 P. M.; transfer to the Hotel Rainier.

SATURDAY, June 9.— Transfer from The Rainier to the wharf, and leave Seattle at 10.15 A. M. on the steamer of the Puget Sound & Alaska Division of the Northern Pacific Railroad; lunch on board the boat; arrive in Victoria, B. C., at 4.30 P. M.; transfer to The Driard, Redon & Hartnegel, proprietors.

SUNDAY, June 10.— In Victoria. Transfer to the steamer in the evening, and leave Victoria at 8.30 P. M.; stateroom berths furnished.

MONDAY, June 11.— Arrive in Tacoma at 5.15 A. M.; transfer to The Tacoma at 7.00 A. M.

TUESDAY, June 12.— Transfer to the Northern Pacific station, and leave Tacoma at 11.25 P. M. in Pullman palace sleeping cars for the journey eastward; meals *en route* in the dining cars of the Northern Pacific Railroad.

WEDNESDAY, June 13.— *En route* eastward in Eastern Washington and Idaho.

NOTE.— Railway time changes at Hope, Idaho, from Pacific standard, or 120th meridian, to Mountain standard, or 105th meridian — one hour faster.

THURSDAY, June 14.— Arrive at Helena, Mont., 12.40 P. M.; leave Helena at 10.30 P. M.; from Livingston by the Northern Pacific Railroad's National Park Branch.

FRIDAY, June 15.— Arrive at Cinnabar at 11.15 A. M.; thence by stage to Mammoth Hot Springs, arriving at 1.10 P. M.; Mammoth Hot Springs Hotel.

SATURDAY, June 16.— Leave Mammoth Hot Springs, by stage, at 8.00 A. M., for the tour through the park; arrive at Norris Geyser Basin at 12.00 noon; lunch there; leave Norris Geyser Basin at 1.30 P. M., passing near the principal geysers in this basin, and later near the Gibbon Falls; arrive at the Fountain Hotel, in the Lower Geyser Basin, at 5.30 P. M. This hotel is near the "Fountain" Geyser and the "Mammoth Paint Pots."

SUNDAY, June 17.— At the Fountain Hotel.

MONDAY, June 18.— Leave the Fountain Hotel at 8.00 A. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the "Excelsior" Geyser ("Hell's Half Acre"), "Turquoise" Spring, and "Prismatic" Lake; arrive at Upper Geyser Basin lunch station at 10.30 A. M.; this is situated near "Old Faithful," the "Bee Hive," "Giantess," "Castle," and others of the great geysers; lunch will be served here, and at 3.00 P. M. the party will return to the Fountain Hotel.

TUESDAY, June 19.— Leave the Fountain Hotel at 7.00 A. M., and proceed to Yellowstone Lake *via* the Upper Geyser Basin and West Bay, or "Thumb"; arrive at West Bay at 1.00 P. M.; lunch there; leave West Bay at 3.00 P. M.; arrive at the Yellowstone Lake Hotel at 7.00 P. M.

WEDNESDAY, June 20.— Leave the Lake Hotel at 10.00 A. M.; arrive at the Grand Cañon Hotel at 1.00 P. M.

THURSDAY, June 21.— Leave the Grand Cañon Hotel at 10.00 A. M.; arrive at Norris Geyser Basin at 12.30 P. M.; lunch there; leave Norris Geyser Basin at 1.30 P. M.; arrive at Mammoth Hot Springs Hotel at 5.30 P. M.

NOTE.— In case it is deemed advisable to divide the party for the round of travel through the park, one section will reverse the foregoing itinerary.

FRIDAY, June 22.— Leave Mammoth Hot Springs at 1.20 P. M.; arrive at Cinnabar at 3.00 P. M.; leave Cinnabar at 3.15 P. M.; arrive at Livingston at 5.15 P. M.; leave Livingston *via* the main line of the Northern Pacific Railroad at 5.30 P. M.

SATURDAY, June 23.— *En route* eastward.

NOTE.— Railway time changes at Mandan, N. D., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

SUNDAY, June 24.— Arrive in Minneapolis at an early hour; transfer to the West Hotel, John **T.** West, proprietor.

MONDAY, June 25.— Leave Minneapolis in the afternoon for St. Paul; to the Hotel Ryan, Eugene Mehl & Son, proprietors.

TUESDAY, June 26.— Omnibus transfer from The Ryan to the station of the Minneapolis & St. Louis Railway, and leave St. Paul *via* the Albert Lea route at 7.05 P. M.

WEDNESDAY, June 27.— In Iowa and Illinois on the Chicago, Rock Island & Pacific Railway (Albert Lea route); arrive at Blue Island Junction at 12.30 P. M.; thence east *via* the Chicago & Grand Trunk and Grand Trunk Railways.

NOTE.— Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

THURSDAY, June 28.— Arrive at Niagara Falls, N. Y., at 8.30 A. M.; leave Niagara Falls *via* the Lehigh Valley route (from the New York Central & Hudson River Railroad station) at 5.35 P. M.

FRIDAY, June 29.— Arrive in Philadelphia (station of the Philadelphia & Reading Railroad, Twelfth and Market streets) at 7.24 A. M.

TWO GRAND TOURS OF 40 DAYS

— AND —

ONE OF 39 DAYS

THROUGH THE

SOUTHERN STATES AND MEXICO

WITH VISITS TO

The Leading Cities of Tennessee, Alabama, Louisiana, and Texas; an extended Round of Travel through the Mexican Republic, with Halts in its Chief Cities and places of Historic and Picturesque Interest, including the Scenic Points on the Mexican Railway, and a week in the City of Mexico; and a return trip through New Mexico and Kansas.

The Journeys through Mexico to be made in Magnificent Trains of Vestibuled Pullman Palace Cars, with Pullman Palace Dining Car.

The Parties to leave Philadelphia Tuesday, Jan. 30, Tuesday, Feb. 20, and Wednesday, March 14.

RAYMOND & WHITCOMB,

111 South Ninth Street (under Continental Hotel), Philadelphia.

Tenth Season of Mexico Tours.—1894.

Two Excursions of 40 Days and One of 39 Days

THROUGH THE

SOUTHERN STATES AND MEXICO,

Leaving Philadelphia January 30, February 20, and March 14.

WE have arranged for two excursions of forty days and one of thirty-nine days to include the Southern States and Mexico in connection with the longer trips already described The route will be the same as outlined in the foregoing pages until the return to El Paso, Tex., from which point there will be a direct return homeward. California will not be included in these excursions. The tours will be carried out in the same complete and elaborate manner as the ones already described. Experienced conductors will accompany the parties throughout the journey; and during the tour through Mexico the passengers will have in addition the services of interpreters who are thoroughly acquainted with the country, its manners and customs, and the many strange things to be seen. Stops will be made at all the places mentioned in connection with the previous excursions through the Southern States and in Mexico. The journeys through Mexico will be made in elegant trains of vestibuled Pullman palace cars. These trains, which include not only sleeping cars of the latest and most luxurious style, but a dining car and a car containing a barber's shop, bath-room, reading

room, and smoking room, will be in use during the Mexico journey, except for a day's ride on the excursion from Esperanza to the *tierra caliente* by the Mexican railway. In this instance other cars must necessarily be substituted, but the accommodations in all cases are the best that can be obtained. Two of the parties will spend a day at a leading hotel in Cincinnati and the third will stop at the Lookout Inn in Chattanooga, while in the City of Mexico the fashionable Hotel Iturbide will be the headquarters. Elsewhere than in the capital the Mexican hotels are, as a general thing, inferior, while the native restaurants are also poor. Our own "hotel on wheels" will therefore afford much better accommodations than could otherwise be had, and it will also furnish the means of visiting many out-of-the-way places without the sacrifice of a single comfort.

Price of Tickets.

The price of tickets for these excursions will be FOUR HUNDRED AND SIXTY DOLLARS. This sum will include first-class travel over all the railway routes going and returning, and during the railway excursions in Mexico; a double berth in the Pullman sleeping cars during the entire journey from Philadelphia through the Southern States, Mexico, and back to Philadelphia; meals in the Pullman palace dining car; meals in the City of Mexico; hotel accommodations in Cincinnati or Chattanooga, the City of Mexico, at Las Vegas Hot Springs, and Kansas City; incidental meals east of El Paso; omnibus, carriage, or tramway transfers in accordance with the itinerary; carriage rides and side trips as mentioned in the itinerary; all expenses for transportation, transfer, and care of checked baggage (to the extent of 150 pounds for each person, all excess to be liable to an extra charge at customary rates); and the services of conductors — in short, EVERY NEEDED EXPENSE of the entire round trip from Philadelphia back to Philadelphia.

No part of the ticket covering the tour through the Southern States and Mexico can be redeemed.

The cost of extra accommodations in the sleeping cars (where more than a double berth, or half a section, is required) will be as follows: For an entire section occupied by one person for the round trip, $75. For a drawing-room with toilet annex for the round trip when the same is occupied by one person, $225; for two occupants, $150 — $75 each; for three occupants, entire extra charge, $75. For a drawing-room having wash-bowl with running water, but no toilet annex, for the round trip, when the same is occupied by one person, $175; for two occupants, $100 — $50 each; for three occupants, entire extra charge, $25.

When Tickets Should Be Taken.

Tickets for these excursions must be taken on or before Tuesday, January 23, Tuesday, February 13, or Wednesday, March 7, seven days prior to the departure of the parties from Philadelphia. The parties will be limited in numbers, and early registration is advisable.

Stop-Over Privileges.

On our Mexico tours the tickets returning from El Paso to Philadelphia are good until October, and permit the holder to stop over at any point between El Paso and Chicago within this time limit. East of Chicago stop-overs are allowed only at Niagara Falls.

Persons returning eastward independently from Chicago, or any point west thereof, are required to exchange their passage and sleeping-car tickets in Chicago as designated thereon.

ITINERARIES.

Excursion No. 1—Through the Southern States, Mexico, and Returning East.

TUESDAY, January 30 Tour No. 1. *First Day*—Leave Philadelphia for Cincinnati in a special train of Pullman vestibuled palace sleeping cars with dining car. The station from which to depart, hour of departure, and route, will be designated in advance, in due season, for each party. On arrival at the station members of the party should check their baggage to Cincinnati. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. At other convenient times *en route* and in New Orleans trunks will be accessible in the baggage car. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification.

WEDNESDAY, January 31. Tour No 1. *Second Day.*—Arrive in Cincinnati, and transfer by the Cincinnati Railroad Omnibus Company from the station to the Gibson House, H. G. Dunbar, lessee and manager.

NOTE—Railroad time changes between Philadelphia and Cincinnati from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

THURSDAY, February 1 Tour No. 1. *Third Day*—In Cincinnati.

FRIDAY, February 2. Tour No. 1. *Fourth Day.*—Omnibus transfer from the Gibson House to the station of the Louisville & Nashville Railroad, and at 10.00 A. M leave Cincinnati by said line; arrive at Louisville, Ky., 2 30 P. M.; leave Louisville 5.00 P. M.

SATURDAY, February 3 Tour No. 1. *Fifth Day*—Arrive at Birmingham, Ala., 9.00 A. M.; leave Birmingham 12 00 M.; arrive at Montgomery 4 00 P M; leave Montgomery 6 00 P. M, and arrive in New Orleans in the night; the train will be side-tracked in a convenient position in Elysian Fields street, near Claiborne street.

SUNDAY, February 4. Tour No. 1. *Sixth Day.*
MONDAY, February 5. Tour No. 1. *Seventh Day* } In New Orleans.
TUESDAY, February 6 (*Mardi Gras*). Tour No. 1. *Eighth Day.*

WEDNESDAY, February 7. Tour No. 1. *Ninth Day* — In New Orleans. Leave New Orleans at 1.00 P. M. *via* the Southern Pacific Company's Railroad, the "Sunset Route," and proceed through Western Louisiana and Texas.

THURSDAY, February 8. Tour No. 1. *Tenth Day.*— In Texas. Arrive in Houston at 5.00 A. M.; leave Houston, *via* the Gulf, Colorado & Santa Fe Railway, 6.00 A M ; arrive at Galveston 8.30 A. M.; leave Galveston 1 00 P M ; arrive at Houston 3.30 P. M ; leave Houston, *via* the Southern Pacific Company's line, at 8.40 P. M.

FRIDAY, February 9. Tour No. 1. *Eleventh Day.*— Arrive at San Antonio 6.30 A. M.; the principal places of interest may be visited by electric cars, including the Alamo, the Main and Military Plazas, San Fernando Cathedral, Government Hill, military headquarters (Department of Texas), etc.; leave San Antonio 12.00 noon; arrive at Spofford Junction, Tex., 5.00 P. M.; thence by Eagle Pass Branch, arriving at Eagle Pass, Tex., 6.20 P. M.; cross the Rio Grande, and leave Ciudad Porfirio Diaz (formerly Piedras Negras), Mex , at 7.30 P. M. *via* the Mexican International Railroad.

NOTE.— Railway time changes at Ciudad Porfirio Diaz from Central standard, or 90th meridian, to City of Mexico time, which is thirty-six minutes slower than Central standard and twenty-four minutes faster than Mountain standard, or 105th meridian.

SATURDAY, February 10. Tour No. 1. *Twelfth Day.*— On the Mexican International Railroad *en route* southward through the State of Coahuila; leave Torreon at 2.30 P. M., and thence southward on the Mexican Central Railway through the States of Coahuila and Zacatecas.

SUNDAY, February 11. Tour No. 1. *Thirteenth Day.*— Arrive at Aguascalientes at 6.30 A. M.; the cars will be placed upon a side track at the station, near which are the Alameda, the hot springs, and the baths; a tramway leads to the Plaza, which is about a mile distant; leave for the City of Mexico at night.

MONDAY, February 12. Tour No. 1. *Fourteenth Day.*— Arrive in the City of Mexico at 9.00 A. M.; transfer to the Hotel Iturbide, Señor Felipe Iturbe, proprietor, and Señor Jose Maria Erazo, manager.

NOTE.— During the period of sojourn in Mexico the party will stay at the Hotel Iturbide. Meals will be provided at a neighboring restaurant.

TUESDAY, February 13. Tour No 1. *Fifteenth Day.*
WEDNESDAY, February 14. Tour No. 1. *Sixteenth Day.*
THURSDAY, February 15. Tour No. 1. *Seventeenth Day.*
FRIDAY, February 16. Tour No. 1. *Eighteenth Day.*
SATURDAY, February 17. Tour No. 1. *Nineteenth Day.*
SUNDAY, February 18. Tour No. 1. *Twentieth Day.*

} In the City of Mexico; transfer from the Hotel Iturbide to the train Saturday evening, and Sunday at 8.00 P. M. leave in a special train of Pullman cars, with dining car attached, for a trip over the most interesting portions of the Mexican Railway, down into the tropics, etc.; arrive at Puebla in the night.

MONDAY, February 19. Tour No. 1. *Twenty-first Day.*— In Puebla. Leave Puebla at 2.00 P. M. by the Interoceanic Railroad for an excursion to Cholula; visit the old town, the ancient pyramid, church, etc., and return to Puebla.

TUESDAY, February 20. Tour No. 1. *Twenty-second Day.*— Leave Puebla at 8.00 A. M.; arrive at Santa Ana at 9 15 A. M.; transfer by tramway to the ancient city of Tlaxcala, visit the palace, the church and convent of San Francisco, etc; return to Santa Ana by tramway, and thence by train to Esperanza, arriving there at night.

WEDNESDAY, February 21. Tour No 1. *Twenty-third Day.*— Leave Esperanza at 8.00 A. M.; arrive at Orizaba 10.00 A. M.; leave Orizaba 10.15 A. M.; arrive at Paso del Macho 12.30 P. M.; leave Paso del Macho 12.40 P M.; arrive at Esperanza 7.30 P. M., and proceed thence to the City of Mexico, arriving there in the morning.

THURSDAY, February 22. Tour No. 1 *Twenty-fourth Day.*— In the City of Mexico. Leave *via* the Mexican Central Railway at 1.00 P M; and proceed northward to Querétaro.

FRIDAY, February 23. Tour No. 1. *Twenty-fifth Day* — At Querétaro. Visit the *Cerro de las Campanas*, where Maximilian, Miramon, and Mejia were executed, the Plazas, principal churches, etc.; leave Querétaro at night.

SATURDAY, February 24 Tour No. 1. *Twenty-sixth Day.*— Arrive in Guadalajara at an early hour.

SUNDAY, February 25. Tour No. 1. *Twenty-seventh Day.*— In Guadalajara.

MONDAY, February 26. Tour No. 1. *Twenty-eighth Day.*— In Guadalajara; leave that city at night.

TUESDAY, February 27. Tour No. 1. *Twenty-ninth Day.*— Arrive at Silao at an early hour, and leave at 7.00 A. M. *via* the Guanajuato Branch; arrive at Marfil 7.45 A. M., and thence by tramway to Guanajuato, arriving there about 9.00 A. M.; visit the Plaza, the Presa, the principal churches, the market-places, Castle of Grenaditas, etc.; leave Guanajuato 1.30 P. M. by tramway for Marfil, and thence by railway to Silao, arriving about 3.00 P. M.; leave Silao in the night for Leon.

WEDNESDAY, February 28. Tour No. 1. *Thirtieth Day.*— In Leon; transfer by tramway to the Plaza, and visit the Cathedral and other churches, the market-places, etc.; by tramway to the *Calzada*, and return to the Plaza, and thence to the station; leave Leon at night.

THURSDAY, March 1. Tour No 1. *Thirty-first Day.*— Arrive at Zacatecas at an early hour; transfer by tramway from the station into the city; visit the market-place, *Plaza de Armas*, Cathedral, etc.; in the afternoon by tramway to Guadalupe; visit the church and orphan asylum of *Nuestra Señora de Guadalupe*, and return to Zacatecas; leave Zacatecas at 5.30 P. M.

FRIDAY, March 2. Tour No. 1. *Thirty-second Day.*— On the Mexican Central Railway *en route* northward through the States of Coahuila, Durango, and Chihuahua; arrive at Chihuahua at 4.00 P. M.; leave Chihuahua 7.30 P. M.

SATURDAY, March 3. Tour No. 1. *Thirty-third Day.*— Arrive at Ciudad Juarez (formerly Paso del Norte) at 7.00 A. M., and El Paso, Tex., at 8.00 A. M.; leave El Paso at 10.30 A. M.; meals at dining stations *en route* eastward.

NOTE.— Railway time changes at El Paso from City of Mexico time to Mountain standard, or 105th meridian time, which is twenty-four minutes slower.

SUNDAY, March 4. Tour No. 1. *Thirty-fourth Day.*— Arrive at Las Vegas Hot Springs at an early morning hour; transfer to the Montezuma Hotel, Clark D. Frost, manager.

MONDAY, March 5. Tour No. 1. *Thirty-fifth Day.* Leave Las Vegas Hot Springs by branch line at 11.40 A. M., and Las Vegas by the main line of the Atchison, Topeka & Santa Fe Railroad at 12.15 P. M.

TUESDAY, March 6. Tour No. 1. *Thirty-sixth Day.*— On the Santa Fe route through Kansas; arrive at Kansas City at 4.40 P. M.; omnibus transfer to the Midland Hotel, Fifth Avenue Hotel Company (James B. Smith, president), proprietors, and C. G. Baird, manager.

NOTE.— Railway time changes at Dodge City, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

WEDNESDAY, March 7. Tour No. 1. *Thirty-seventh Day.*—Transfer to the Union station, and leave Kansas City, *via* the Chicago, Rock Island & Pacific Railway, at 6.00 P. M.

THURSDAY, March 8. Tour No. 1. *Thirty-eighth Day.*—On the Chicago, Rock Island & Pacific Railway *en route* through Illinois; from Blue Island Junction eastward on the Chicago & Grand Trunk Railway; from Port Huron eastward over the Great Western Division of the Grand Trunk Railway.

NOTE.—Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian—one hour faster.

FRIDAY, March 9. Tour No. 1. *Thirty-ninth Day.*—Arrive at Niagara Falls, N. Y., at 8.30 A. M.; leave Niagara Falls *via* the Lehigh Valley line (from the station of the New York Central & Hudson River Railroad) at 5.35 P. M.

SATURDAY, March 10. Tour No. 1. *Fortieth Day.*—Arrive in Philadelphia (station of the Philadelphia & Reading Railroad, Twelfth and Market streets) at 7.24 A. M.

NOTE.—This itinerary is subject to slight changes.

Excursion No. 2—From Philadelphia to New Orleans.

TUESDAY, February 20. Tour No. 2. *First Day.*—Leave Philadelphia for Cincinnati in a special train of Pullman vestibuled palace sleeping cars, with dining car. The station from which to depart, hour of departure, and route, will be designated in advance, in due season, for each party. On arrival at the station members of the party should check their baggage to Cincinnati. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. At other convenient times *en route* and in New Orleans trunks will be accessible in the baggage car. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification.

WEDNESDAY, February 21. Tour No. 2. *Second Day.*—Arrive in Cincinnati, and transfer by the Cincinnati Railroad Omnibus Company from the station to the Gibson House, H. G. Dunbar, lessee and manager.

NOTE.—Railroad time changes between Philadelphia and Cincinnati from Eastern standard, or 75th meridian, to Central standard, or 90th meridian—one hour slower.

THURSDAY, February 22. Tour No. 2. *Third Day.*— In Cincinnati.

FRIDAY, February 23. Tour No. 2. *Fourth Day.*— Omnibus transfer from the Gibson House to the station of the Louisville & Nashville Railroad, and at 10.00 A. M. leave Cincinnati by said line; arrive at Louisville, Ky., 2.30 P. M.; leave Louisville 5.00 P. M.

SATURDAY, February 24. Tour No. 2. *Fifth Day.*— Arrive at Birmingham, Ala., 9.00 A. M.; leave Birmingham 12.00 M.; arrive at Montgomery 4.00 P. M.; leave Montgomery 6.00 P. M., and arrive in New Orleans in the night; the train will be side-tracked in a convenient position in Elysian Fields street, near Claiborne street.

Excursion No. 3 — From Philadelphia to New Orleans.

WEDNESDAY, March 14. Tour No. 3. *First Day.*— Leave Philadelphia at 11.42 A. M., from the station of the Baltimore & Ohio Railroad, corner of Twenty-fourth and Chestnut streets, in a special train of vestibuled Pullman palace sleeping cars, with dining car. On arrival at the station members of the party should check their baggage to Chattanooga. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. At other convenient times *en route*, and in New Orleans, trunks will be accessible in the baggage car. Tags are supplied with the excursion tickets, and these, with the owners's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. The train will leave Chester at 11.58 A. M., Wilmington 12.16 P. M., Baltimore 2.30 P. M., and Washington 3.30 P. M. From Shenandoah Junction southward over the Norfolk & Western Railway system *via* the Shenandoah Valley, and Roanoke, Va.

THURSDAY, March 15. Tour No. 3. *Second Day.*— *En route* on the Norfolk & Western and East Tennessee, Virginia & Georgia Railways; arrive in Chattanooga, Tenn., at 2.00 P. M.; transfer to the Lookout Inn, David B. Plumer, manager.

NOTE.— Railway time changes at Bristol from Eastern standard, or 75th meridian, to Central standard, or 90th meridian — one hour slower.

FRIDAY, March 16. Tour No. 3. *Third Day.*— At Lookout Inn.

SATURDAY, March 17. Tour No. 3. *Fourth Day.*— Transfer from the hotel to the station, and leave Chattanooga at 8.30 A. M. *via* the Queen & Crescent route; arrive in New Orleans at a late hour; the train will be side-tracked in a convenient position on the levee at the foot of Elysian Fields street.

Excursions 2 and 3—From New Orleans Through Mexico and Returning East.

SUNDAY, February 25. Tour No. 2. *Sixth Day.*
SUNDAY, March 18. Tour No. 3. *Fifth Day.*
} In New Orleans.

MONDAY, February 26. Tour No. 2. *Seventh Day.*
MONDAY, March 19. Tour No. 3. *Sixth Day.*
} In New Orleans.

TUESDAY, February 27. Tour No. 2. *Eighth Day.*
TUESDAY, March 20. Tour No. 3. *Seventh Day.*
} In New Orleans. Leave New Orleans at 1.00 P. M. *via* the Southern Pacific Company's Railroad, the "Sunset Route," and proceed through Western Louisiana and Texas.

WEDNESDAY, February 28. Tour No. 2. *Ninth Day.*
WEDNESDAY, March 21. Tour No. 3. *Eighth Day.*
} Arrive at Houston at 5.00 A. M.; leave Houston, *via* the Gulf, Colorado & Santa Fe Railway, at 6.00 A. M.; arrive at Galveston 8.30 A. M.; leave Galveston 1.00 P. M.; arrive at Houston 3.30 P. M.; leave Houston, *via* the Southern Pacific Company's line, 8.40 P. M.

THURSDAY, March 1. Tour No. 2. *Tenth Day.*
THURSDAY, March 22. Tour No. 3. *Ninth Day.*
} Arrive at San Antonio 6.30 A. M.; leave San Antonio at 12.00 noon; arrive at Spofford Junction, Tex., 5.00 P. M.; thence by the Eagle Pass Branch, arriving at Eagle Pass, Tex., at 6.20 P. M.; cross the Rio Grande, and leave Ciudad Porfirio Diaz (formerly Piedras Negras), Mex., at 7.30 P. M., *via* the Mexican International Railroad.

NOTE—Railway time changes at Ciudad Porfirio Diaz from Central standard, or 90th meridian, to City of Mexico time, which is thirty-six minutes slower than Central standard and twenty-four minutes faster than Mountain standard, or 105th meridian.

FRIDAY, March 2. Tour No. 2. *Eleventh Day.*
FRIDAY, March 23. Tour No. 3. *Tenth Day.*
} On the Mexican International Railroad *en route* southward through the State of Coahuila; leave Torreon at 2.30 P. M., and thence southward on the Mexican Central Railway through the States of Coahuila and Zacatecas.

SATURDAY, March 3. Tour No. 2. *Twelfth Day.*
SATURDAY, March 24. Tour No. 3. *Eleventh Day.*
} Arrive at Zacatecas at 7.00 A. M.; transfer by tramway from the

station into the city; visit the market-place, *Plaza de Armas*, Cathedral, etc.; in the afternoon by tramway to Guadalupe; visit the church and orphan asylum of *Nuestra Señora de Guadalupe*, and return to Zacatecas; leave Zacatecas 6.00 P. M.; arrive at Aguascalientes 9.30 P. M.

SUNDAY, March 4. Tour No. 2. *Thirteenth Day.*
SUNDAY, March 25. Tour No. 3. *Twelfth Day.*
} At Aguascalientes. The cars will be placed upon a side track at the station, near which are the Alameda, the hot springs, and the baths. A tramway leads to the Plaza, which is about a mile distant.

MONDAY, March 5. Tour No. 2. *Fourteenth Day.*
MONDAY, March 26. Tour No. 3. *Thirteenth Day.*
} Leave Aguascalientes at 3.00 A. M.; arrive at Leon 8.00 A. M.; transfer by tramway to the Plaza, and visit the Cathedral and other churches, the market-places, etc.; by tramway to the *Calzada*, and return to the Plaza, and thence to the station; leave Leon 1.00 P. M.; arrive at Silao 2.00 P. M.

TUESDAY, March 6. Tour No. 2. *Fifteenth Day.*
TUESDAY, March 27. Tour No. 3. *Fourteenth Day.*
} Leave Silao at 7.00 A. M. *via* the Guanajuato Branch; arrive at Marfil 7.45 A. M., and thence by tramway to Guanajuato, arriving there about 9.00 A. M.; visit the Plaza, the Presa, the principal churches, the market-places, Castle of Grenaditas, etc.; leave Guanajuato 1.30 P. M. by tramway for Marfil, and thence by railway to Silao, arriving about 3.00 P. M.; leave Silao 4.00 P. M.

WEDNESDAY, March 7. Tour No. 2. *Sixteenth Day.*
WEDNESDAY, March 28. Tour No. 3. *Fifteenth Day.*
} At Querétaro. Visit the *Cerro de las Campanas*, where Maximilian, Miramon, and Mejia were executed, the plazas, principal churches, etc.; leave Querétaro at 3.00 P. M.; arrive in the City of Mexico in the night. The cars will remain upon a side track until morning, when there will be a transfer to the Hotel Iturbide, Señor Felipe Iturbe, proprietor, and Señor Jose Maria Erazo, manager.

NOTE.— During the period of sojourn in the City of Mexico the party will stay at the Hotel Iturbide. Meals will be provided at a neighboring restaurant.

THURSDAY, March 8. Tour No. 2. *Seventeenth Day.*
THURSDAY, March 29. Tour No. 3. *Sixteenth Day.*
} In the City of Mexico.

FRIDAY, March 9. Tour No. 2. *Eighteenth Day.*
FRIDAY, March 30. Tour No. 3. *Seventeenth Day.*
} In the City of Mexico.

SATURDAY, March 10. Tour No. 2. *Nineteenth Day.* SATURDAY, March 31. Tour No. 3. *Eighteenth Day.*	In the City of Mexico.
SUNDAY, March 11. Tour No. 2. *Twentieth Day.* SUNDAY, April 1. Tour No. 3. *Nineteenth Day.*	In the City of Mexico.
MONDAY, March 12. Tour No. 2. *Twenty-first Day.* MONDAY, April 2. Tour No. 3. *Twentieth Day.*	In the City of Mexico.
TUESDAY, March 13. Tour No 2. *Twenty-second Day.* TUESDAY, April 3. Tour No. 3. *Twenty-first Day.*	In the City of Mexico.
WEDNESDAY, March 14. Tour No. 2. *Twenty-third Day.* WEDNESDAY, April 4. Tour No 3. *Twenty-second Day.*	In the City of Mexico. Transfer from the Hotel Iturbide to the station of the Mexican Railway, and at 1.00 P. M. leave in a special train of Pullman cars, with dining car, for a trip over the most interesting portions of this road, down into the tropics, etc.; arrive at Esperanza about 7.00 P. M.
THURSDAY, March 15. Tour No. 2. *Twenty-fourth Day.* THURSDAY, April 5. Tour No. 3. *Twenty-third Day.*	Leave Esperanza at 8.00 A. M.; arrive at Orizaba 10.00 A.M.; leave Orizaba 10.15 A. M.; arrive at Paso del Macho 12.30 P. M.; leave Paso del Macho 12.40 P. M.; arrive at Esperanza 7.30 P. M.
FRIDAY, March 16. Tour No. 2. *Twenty-fifth Day.* FRIDAY, April 6. Tour No. 3. *Twenty-fourth Day.*	Leave Esperanza at 3.00 A. M.; arrive at Santa Ana 8.30 A. M.; transfer by tramway to the ancient city of Tlaxcala; visit the palace, the church and convent of San Francisco, etc.; return to Santa Ana by tramway, and thence by train to Puebla, arriving about noon. Leave Puebla at 2.00 P. M. by the Interoceanic Railroad for an excursion to Cholula; visit the old town, the ancient pyramid, church, etc., and return to Puebla.
SATURDAY, March 17. Tour No. 2. *Twenty-sixth Day.* SATURDAY, April 7. Tour No. 3. *Twenty-fifth Day.*	In Puebla. Leave Puebla in the evening, and arrive in the City of Mexico at a late hour, the passengers remaining upon the cars.
SUNDAY, March 18. Tour No. 2. *Twenty-seventh Day.* SUNDAY, April 8. Tour No. 3. *Twenty-sixth Day.*	In the City of Mexico.

MONDAY, March 19. Tour No. 2. *Twenty-eighth Day.*
MONDAY, April 9. Tour No. 3. *Twenty-seventh Day.*
} Leave the City of Mexico at an early hour *via* the Mexican Central Railway; from Irapuato by branch line to Guadalajara; reach Guadalajara at night.

TUESDAY, March 20. Tour No. 2. *Twenty-ninth Day.*
TUESDAY, April 10. Tour No. 3. *Twenty-eighth Day.*
} At Guadalajara.

WEDNESDAY, March 21. Tour No. 2. *Thirtieth Day.*
WEDNESDAY, April 11. Tour No. 3. *Twenty-ninth Day.*
} In Guadalajara; leave Guadalajara at 6.00 P. M.

THURSDAY, March 22. Tour No. 2. *Thirty-first Day.*
THURSDAY, April 12. Tour No. 3. *Thirtieth Day.*
} Arrive at Aguascalientes at 9.00 A. M.; leave Aguascalientes at 12.00 noon.

FRIDAY, March 23. Tour No. 2. *Thirty-second Day.*
FRIDAY, April 13. Tour No. 3. *Thirty-first Day.*
} On the Mexican Central Railway *en route* in the States of Coahuila, Durango, and Chihuahua; arrive at Chihuahua at 4.00 P. M.; leave Chihuahua 7.30 P. M.

SATURDAY, March 24. Tour No. 2. *Thirty-third Day.*
SATURDAY, April 14. Tour No. 3. *Thirty-second Day.*
} Arrive at Ciudad Juarez (formerly Paso del Norte) at 7.00 A. M., and El Paso, Tex., at 8.00 A. M.; leave El Paso at 10.30 A. M.

NOTE.— Railway time changes at El Paso from City of Mexico time to Mountain standard, or 105th meridian time, which is twenty-four minutes slower.

SUNDAY, March 25. Tour No. 2. *Thirty-fourth Day.*
SUNDAY, April 15. Tour No. 3. *Thirty-third Day.*
} Arrive at Las Vegas Hot Springs at an early morning hour; transfer to the Montezuma Hotel, Clark D. Frost, manager.

MONDAY, March 26. Tour No. 2. *Thirty-fifth Day.*
MONDAY, April 16. Tour No. 3. *Thirty-fourth Day.*
} Leave Las Vegas Hot Springs by branch line at 11.40 A. M., and Las Vegas by the main line of the Atchison, Topeka & Santa Fe Railroad at 12.15 P. M.

TUESDAY, March 27. Tour No. 2. *Thirty-sixth Day.*
TUESDAY, April 17. Tour No. 3. *Thirty-fifth Day.*
} On the Santa Fe route through Kansas; arrive at Kansas City at 4.40 P. M.; omnibus transfer to the Midland Hotel, Fifth Avenue Hotel Company (James B. Smith, president), proprietors, and C. G. Baird, manager.

NOTE.— Railway time changes at Dodge City, Kan., from Mountain standard, or 105th meridian, to Central standard, or 90th meridian — one hour faster.

WEDNESDAY, March 28. Tour No. 2. *Thirty seventh Day.*
WEDNESDAY, April 18. Tour No. 3. *Thirty-sixth Day.*
} Transfer to the Union station, and leave Kansas City, *via* the Chicago, Rock Island & Pacific Railway, at 6.00 P. M.

THURSDAY, March 29. Tour No. 2. *Thirty-Eighth Day.*
THURSDAY, April 19. Tour No. 3. *Thirty-seventh Day.*
} On the Chicago, Rock Island & Pacific Railway *en route* through Illinois as far as Blue Island Junction; thence eastward over the Chicago & Grand Trunk and Grand Trunk Railways.

NOTE.— Railway time changes at Port Huron, Mich., from Central standard, or 90th meridian, to Eastern standard, or 75th meridian — one hour faster.

FRIDAY, March 30. Tour No. 2. *Thirty-ninth Day.*
FRIDAY, April 20. Tour No. 3. *Thirty-eighth Day.*
} Arrive at Niagara Falls, N. Y., at 8.30 A.M.; leave Niagara Falls, *via* the Lehigh Valley line (from the station of the New York Central & Hudson River Railroad), at 5.35 P. M.

SATURDAY, March 31. Tour No. 2. *Fortieth Day.*
SATURDAY, April 21. Tour No. 3. *Thirty-ninth Day.*
} Arrive in Philadelphia (station of the Philadelphia & Reading Railroad, Twelfth and Market streets) at 7.24 A. M.

NOTE.— These itineraries are subject to slight changes.

A SKETCH OF THE ROUTES.

Excursions 1 and 2 from Philadelphia to New Orleans.

As we have already described the route of these excursions quite fully in connection with the Mexico-California tours, we shall give in the present instance only an outline of the trips.

The first and second parties will proceed from Philadelphia to Cincinnati by a route to be designated in due season. A day will be passed there. There is no programme of action for the parties in this city, and the members can occupy their time as individual tastes may dictate.

The southward journey from Cincinnati will be over the Louisville & Nashville route, which forms a delightful line of travel through an interesting and historic section of the country, including Kentucky, Tennessee, Alabama, Mississippi, and Louisiana. There will be halts at Louisville, Ky., Birmingham and Montgomery, Ala. The first itinerary will be varied slightly from the second one on account of the *Mardi Gras* celebration in New Orleans. In both instances the cars will be placed upon a side track in Elysian Fields street, convenient of access and near street-railway lines, which radiate to every part of the city. On Tuesday, February 6, *Mardi Gras*, arrangements will be made for the members of the first party to witness all the public parades, both day and evening. Aside from this there will be no concerted programme of action, so that the time may be passed in rest or sight-seeing, according to individual desires. The first party will arrive in New Orleans late Saturday night, and remain in the city until Wednesday afternoon, while the second leaves on Tuesday.

Excursion No. 3 from Philadelphia to New Orleans.

Excursion party No. 3 will leave Philadelphia from the Baltimore & Ohio Railroad

station, Twenty-fourth and Chestnut streets, at 11.42 A. M., Wednesday, March 14. The route is *via* Baltimore, Washington, Shenandoah Junction, Roanoke and Chattanooga, over the Baltimore & Ohio, Norfolk & Western, East Tennessee, Virginia & Georgia, and Queen & Crescent lines.

Chattanooga, Tenn., will be reached Thursday afternoon, and we shall remain there until Saturday morning, making the delightful Lookout Inn our abiding-place. Leaving Chattanooga, our train will proceed through Birmingham, Ala., Meridian and Hattiesburg, Miss., and arrive in New Orleans Saturday night. The stay in New Orleans will continue through Sunday, Monday, and Tuesday forenoon, and during this time the train will occupy a convenient position near the levee.

Excursions 1, 2 and 3 — From New Orleans through Mexico and Returning East.

Leaving New Orleans (Nos. 2 and 3 Tuesday, and No. 1 Wednesday) we shall take the famous "Sunset Route" westward. This route comprises the main line of the Southern Pacific Company's great railway. The early part of the journey is through the most fruitful part of Louisiana and along the shores of the Atchafalaya River and the Bayou Teche, where many thousands of acres are devoted to the cultivation of sugar cane. Continuing westward, we pass through some of the rich forest sections of the State before entering the great State of Texas. We shall reach Houston the succeeding morning, and diverging from the Southern Pacific Company's line at this point by the Gulf, Colorado & Santa Fe Railway, reach Galveston a few hours later. The day will be spent partly at Galveston and partly at Houston. Resuming our westward journey on the "Sunset Route" in the evening, we shall next visit San Antonio, where a part of the following day will be passed.

On leaving San Antonio we proceed to Spofford Junction, and then turn southward to Eagle Pass and Ciudad Porfirio Diaz, at which latter point our train enters Mexico. The next stage of our journey lies over the Mexican International Railroad, a distance of 384 miles from the Rio Grande across the State of Coahuila to Torreon. At Torreon we enter upon the Mexican Central Railway, which stretches from El Paso to the City of Mexico, a distance of 1,224 miles. We approach this great line at a distance of 518 miles from the Rio Grande. The round of travel through Mexico has already been described.

Zacatecas is the first town to be visited by the second and third parties, while Aguascalientes, with its celebrated hot springs, is the first point of interest to claim the attention of the first party. Zacatecas will be visited by this party on the return journey. At Aguascalientes, which is a very pretty city, we shall spend Sunday. There will be ample time to visit the springs, gardens, markets, churches, etc. From Aguascalientes the first party will proceed directly to the City of Mexico, visiting on the return several places which will be seen by the other parties on the outward trip — Leon, Silao, Guanajuato, and Querétaro. Leon is one of the largest cities in the country, and a place with picturesque surroundings. Our sojourn here will be long enough for the party to visit the markets, the Cathedral, Plaza, *Calzada*, and other points of interest. Not far distant is Silao, a small but pretty city, 238 miles from the capital. From this point an excursion will be made to the quaint and picturesque city of Guanajuato. This is one of the oddest spots in all Mexico, and one that comparatively few tourists see, as it lies off the beaten track. It is built in a ravine, the houses clinging to the sides of the hills; and in the centre of the city the thoroughfares are little wider than mountain trails. The street scenes are exceedingly interesting, and unlike anything else seen in all Mexico. Guanajuato was founded 336 years

ago, and some of its richest mines have been worked for nearly that length of time. It was the scene of one of Hidalgo's most furious attacks upon the Spaniards in 1810.

The next place of importance is Querétaro, a beautiful city, and one which possesses a melancholy interest on account of the sad fate of Maximilian, who, with his two generals, Miramon and Mejia, was here executed. There will be ample time for visits to the principal churches, the chief plazas, and the *Cerro de las Campanas*, where Maximilian and his unfortunate companions were shot. From this hill there is a magnificent view of the city, with its numerous towers and domes. From Querétaro it is only a short distance to the City of Mexico.

Each party will have ample time in which to inspect the many interesting objects in and about the capital. During the stay the tourists will sojourn at the Hotel Iturbide —once the palace of an emperor — and meals will be provided at a neighboring restaurant. The time allotted to the City of Mexico is much more liberal than most tourists allow themselves, but none too much if the visitors wish to see all that is worth seeing. It is far better for strangers to occupy only a part of each day in their sight-seeing expeditions, and thus avoid fatigue. There will be several little excursions into the suburbs on different days. One of these will be to Guadalupe, to view the magnificent church erected in honor of the apparition of the Virgin Mary to the Indian, Juan Diego. It was on this spot, or rather upon the neighboring hill, where the miraculous event is said to have occurred. Another half-day will be passed in the Grove and Castle of Chapultepec. This is a place of much historic interest, and one of the most picturesque points in the capital or its neighborhood. A portion of the castle is occupied as a National Military School, and President Diaz also has his residence in the historic edifice.

An enumeration of other points of interest in the city and its neighborhood will be found in our description of the route of the Mexico-California excursions.

The excursion over the Vera Cruz Railway will be one of the most novel and interesting experiences of the whole tour through Mexico. It includes a descent into the tropical regions of the country, where the rich and luxuriant vegetation includes many strange products, like the orange, pineapple, banana, cocoanut, and the coffee bean, and where flowers grow in profusion. The transition from the table-land to the *tierra caliente* is one of the most remarkable that can be made in so short a journey in any part of the world, and it likewise discloses some of the most wonderful scenery upon the American continent. The descent by rail from Boca del Monte discloses a succession of magnificent views. The railway zigzags down the mountain-side, with a fair valley spread out several thousand feet below and almost beneath the beholder's feet. With a towering mountain top reaching into the region of eternal snows on the one hand, and the richest tropical scenery on the other, the traveler threads his way through narrow valleys and wide-spreading plantations, a new and beautiful picture forming at every turn. Except during the portion of the trip lying below Esperanza, the Pullman sleepers and the Pullman dining car will be used. Other coaches will be brought into requisition only during a daylight ride below that point.

Incidentally visits will be paid to a number of interesting places, including Orizaba, the beautiful city of Puebla, the famous pyramid of Cholula, and the ancient capital of Tlaxcala. The road passes quite near Mount Orizaba, the highest peak in North America, and also, on the opposite side from the City of Mexico, Popocatepetl and Ixtaccihuatl. Malinche, another picturesque mountain form, rises near the railway, not far from Apizaco. The visit to Puebla encompasses an inspection of the various points of interest in that city. The cathedral of Puebla is one of the largest and

finest church edifices in Mexico, as well as one of the oldest. It is considered to be second in interest only to the Cathedral in the City of Mexico. The pyramid at Cholula is one of the most famous relics of the days when the Toltecs and the Aztecs occupied the land. Tlaxcala is the scene of the earliest triumphs of the *conquistadores*, and many relics are preserved of the visit of Cortes and the conversion of the natives.

Returning northward from the City of Mexico, by the Mexican Central Railway, at Irapuato, 220 miles from the capital, we diverge from the main line in order to visit the quaint and interesting city of Guadalajara, which is situated 161 miles west of that point. The railway has but recently been extended to this city, and our parties visited it in 1889 for the first time. Guadalajara is the capital of Jalisco.

On leaving Guadalajara our train will return to Irapuato, and proceed northward from that point over the main line of the Mexican Central Railway. The first party will visit Guanajuato, Leon, and Zacatecas on the return trip. North of Torreon we are on new ground. We cross the Mapimi Basin, as the laguna section is called, and traverse the northeasterly section of the State of Durango before entering Chihuahua. The latter State, with its 83,746 square miles of area, is the largest in Mexico; its western neighbor, Sonora, standing second, the Territory of Lower California third, and the State of Coahuila, adjoining Chihuahua on the east, fourth. In point of population Chihuahua, with its 225,541 inhabitants, stands fourteenth. The Sierra Madre runs through the State, being known by various local names; but none of the mountains attain a great height. The railway crosses several rivers in Chihuahua, viz.: the Florido, at Jimenez; the Concho, three miles north of Santa Rosalia; the San Pedro, at Ortiz; and the Chubisca, just north of the station in the city of Chihuahua. Jimenez and Santa Rosalia are towns of considerable importance, and near the latter are some celebrated hot springs and also several rich silver mines.

The several parties will reach Chihuahua Friday afternoon. A tramway leads from the station into the city. The city is handsomely laid out in squares, and is the centre of considerable commercial activity. It has a population of about 12,000. Leaving Chihuahua Friday evening, the city of Juarez (formerly Paso del Norte) will be reached early Saturday morning, and we are here at the end of the Mexico section of our tour.

Crossing the Rio Grande River from Juarez to the Texan city of El Paso, we there enter upon the Atchison, Topeka & Santa Fe Railroad, for a journey northward through New Mexico, and our course will take us for nearly 300 miles up the Rio Grande Valley. The line passes through several important places in New Mexico, including Las Cruces, San Marcial, Socorro and Albuquerque. The aspect of much of the country is similar to the land we have left behind us, and in nearly all the towns the Mexicans outnumber the Americans.

Between Lamy and Las Vegas we cross a mountain spur through the Glorieta Pass, which has an elevation of 8,432 feet. At Glorieta, and in the neighboring Apache Cañon, through which the railroad passes in ascending the western face of the mountains, a sharp fight took place early in the Civil War, between the United States forces and a band of Texans who were bent upon seizing New Mexico. We next come to the Pecos Valley, where a large city once stood. This was in existence in 1529, when the Spaniards built a church here; but the church, as well as the far more ancient city, is now in ruins. About twenty miles west of Las Vegas is a prominent elevation known as Starvation Mountain, where a band of Indians is said to have surrounded and vanquished by starvation 140 Mexicans. At Las Vegas we diverge from the main line of the Atchison, Topeka & Santa Fe road to visit the celebrated Las Vegas Hot Springs, six miles from Las Vegas.

The Hot Springs of Las Vegas are situated on the banks of the Rio Gallinas, which

flows down through a picturesque cañon from the Spanish range of the Rocky Mountains, and are of various degrees of temperature. One of the features of this charming resort is a luxurious bath establishment. Sunday will be passed here, the party making its headquarters at the Montezuma Hotel.

Leaving Las Vegas Hot Springs Monday, the railway journey will be continued northward over the Santa Fe line. We shall cross the Raton Mountains at an elevation of 7,688 feet, and descend on the north side into the State of Colorado. Tuesday will be passed in traversing the great State of Kansas, the finest part of which will be passed through by daylight. Our train will be due at Kansas City, Mo., Tuesday afternoon, and we shall go to the Midland Hotel and remain until the following evening. On leaving Kansas City the route of travel will lie over the Chicago, Rock Island & Pacific Railway. Missouri and a corner of Iowa will be crossed in the night, and in the morning we shall reach the Mississippi River, which flows between Davenport, Ia., and Rock Island, Ill. A fine bridge spans the river at this point. The farther ride to Blue Island Junction or Chicago occupies about half a day only.

From Blue Island Junction or Chicago eastward, the route is over the Chicago & Grand Trunk Railway, the Great Western Division of the Grand Trunk Railway, and the Lehigh Valley route. We shall arrive at Niagara Falls Friday morning, and remain long enough to visit all the points of interest in the vicinity of the great cataract. The train will depart in the afternoon from the station of the New York Central Railroad, and arrive in Philadelphia the following morning, Saturday, March 10, Saturday, March 31, and Saturday, April 21, respectively.

These tours embrace about 9,000 miles of travel. For the itineraries in detail see pages 160–170.

BOOKS OF AMERICAN TRAVEL.

A Partial List of Guides for the Mexico and California Tours.

Baedeker's United States (1893) is a new work by that prince of guide-book makers, Karl Baedeker, of Leipsic. It covers all the tourist routes in America, including those in Mexico and on the Pacific Coast, and contains, like the European guides issued by the same house and so highly prized by foreign travelers, numerous maps and plans.

The Mexican Guide, by Thomas A. Janvier, published by Charles Scribner's Sons, is a most excellent and thoroughly reliable publication that fills a long-felt need. Its systematic arrangement is one of its many recommendations.

Mexico, Picturesque, Political, Progressive. This is the title of a delightful book of travel (issued from the press of Messrs. Lee & Shepard, Boston, 1888), by Mary Elizabeth Blake, author of *On the Wing*, etc., and Margaret F. Sullivan, author of *Ireland of To-day*. These gifted ladies made the tour of Mexico with one of our excursion parties, and their keen observations are recorded in a volume of 228 pages, Mrs. Blake occupying eight chapters in her vivid description of the country's picturesque aspects, and Mrs. Sullivan four chapters in a discussion of its politics and material progress. The book will be read with interest and profit by every visitor to our neighboring republic.

Aztec Land, by Maturin M. Ballou (published by Houghton, Mifflin & Co., Boston and New York, 1890), is a fresh and instructive book of travel, written in the distin-

guished author's most fascinating style. Mr. Ballou traveled through Mexico as a member of one of our tourist parties, and has recorded his impressions of the country, its people and its customs, in a clear and forcible manner. The wide scope of the book serves to show the extent and comprehensiveness of the tour outlined in our itineraries, and the opportunities it affords the observant traveler for study. The work has already passed through several editions, and is proving one of the most popular of Mr. Ballou's numerous contributions to the literature of travel. Its price is $1.50.

The Cruise of a Land Yacht, by Sylvester Baxter, illustrated by L. J. Bridgman, is a fascinating account of a journey through Mexico in a private car. The story is prettily told, and the descriptions of scenery and strange native life are graphic and reliable. Mr. Baxter has traveled extensively in Mexico, and is a close observer. Little, Brown & Co. are the publishers.

Travels in Mexico and Life Among the Mexicans, by Frederick A. Ober, is a standard book relating to modern travel in that country, and with its supplement (published in pamphlet form), entitled *Mexican Resources*, will be found to contain much practical and valuable information. Mr. Ober has traveled extensively in Mexico, his last trip having been made as a member of one of our excursion parties. The supplementary pamphlet will be found of value on account of its carefully prepared statistics and other information relating to the resources of the country — mineral, agricultural, and otherwise.

The *Young Folks' History of Mexico*, by Frederick A. Ober, although intended for youthful readers, contains a succinct and valuable list of dates of all important historical events. Price $1.50.

A Short History of Mexico, by Arthur Howard Noll (published by A. C. McClurg,

Chicago), is a work that will prove both interesting and instructive to the tourist who has not the time to read the more ponderous books of its class.

Catalogue of the Collections, Historical and Archæological, of the National Museum of Mexico, by W. W. Blake. This is an English translation of the Spanish catalogue of the National Museum in the City of Mexico, and will be found invaluable to visitors. It can best be purchased in the City of Mexico.

Of the published maps of Mexico none are absolutely correct regarding details, but the best are the latest publications by G. W. & C. B. Colton & Co. Small but correct railway maps of the country are issued by the Mexican International, Mexican Central, and Mexican Railway Companies, in connection with their "folders" and time-tables.

Among the many works upon Mexico which may be consulted with profit are the following: Prescott's *Conquest of Mexico;* Humboldt's *Political Essay on New Spain; History of Mexico*, by Francisco Jarios Clavigero; Kingsborough's *Mexican Antiquities;* Baldwin's *Ancient America; The Native Religions of Mexico and Peru*, by Albert Reville, D. D.; *The Republic of Mexico in 1876*, by Antonio Garcia Cubas (translated by George E. Henderson); *The Republic of Mexico*, by Lorenzo Castro (chiefly statistical); Zaremba's *Merchants' and Tourists' Guide to Mexico* (chiefly statistical); Madame Calderon de la Barca's *Life in Mexico;* Waddy Thompson's *Recollections of Mexico; Mexico and the United States*, by Gorham D. Abott; *Our Next Door Neighbor*, by the late Bishop Gilbert Haven; Frost's *Pictorial History of Mexico and the War; Cortez, or, Discovery, Conquest, and More Recent History of Mexico*, by Frederick H. Allen; *Mexico and its Religions: Its Peasants and Priests*, by R. A. Wilson; *History of the Conquest of Mexico*, by R. A. Wilson; *Mexico Today*, by T. U. Brockelhurst; *Old Mexico and Her Lost Provinces*, by William H. Bishop; *Mexico and the Mexicans*, by Howard Conkling; *A Flight into Mexico*, by J. J. Aubertin; *A Trip to Mexico*, by H.

C. R. Becher; *Mexico from the Material Standpoint*, by Alexander D. Anderson; *A Family Flight through Mexico*, by Rev. Edward E. Hale and Miss Susan Hale; *Two Thousand Miles through the Heart of Mexico*, by J. H. McCarty, D. D.; *Mexico of To-day*, by Solomon Bulkley Griffin; *A Peep at Mexico*, by John Lewis Geiger (London, 1874); *History of the Pacific States of North America*, by Hubert Howe Bancroft, volumes 4, 5, 6, 10, and 15.

Report of an Archæological Tour in Mexico in 1881, by A. F. A. Bandelier, is an interesting book on the antiquities of the country; *A Study of Mexico*, by Hon. David Ames Wells, the well-known writer on political economy, has been published by Appleton & Co., New York. *The Mexican Sphinx* is by Jose J. Gutierrez.

There are in addition many valuable works in Spanish and French which may be found in the leading libraries, together with works by Stephens and others on Central America.

Among the best guide books relating to other sections of our route are the following: *The Crest of the Continent*, by Ernest Ingersoll; *The Great Northwest* (relating to the Northern Pacific Railroad and its allied lines); *Yosemite, Where to Go and What to Do*, by Lewis Stornoway; and *The Handbook of the Lick Observatory*, by Professor Edward S. Holden. There are local guide books in Los Angeles, San Francisco, and at some other points.

Ramona, by H. H. (the late Helen Hunt Jackson), is a charming story of life among the Mission Indians of Southern California.

In the Heart of the Sierras is the title of a newly published book of 500 pages, on the Yosemite Valley, by J. M. Hutchins.

Southern California, by Theodore S. Van Dyke, is a recent and interesting publication.

Santa Barbara and Around There (published by Roberts Brothers, of Boston) is a dainty description of that charming resort from the pen of that well-known writer, Edwards Roberts.

California as It Is and Was is a record of a trip to the Pacific Coast, by William H. Thomes.

Other books relating to California are: *Over the Range to the Golden Gate*, by Stanley Wood; Crofutt's *Guide; Our Italy*, by Charles Dudley Warner (published by Harper Brothers); *California of the South*, by Walter Lindley, M. D., and J. P. Widney, M. D. (published by D. Appleton & Co.); *The Climate of Southern California*, by W. A. Edwards, M. D.; *California Fruits*, by E. J. Wickson; *Orange Culture*, by A. C. Fish; *In the Heart of the Sierras*, by J. M. Hutchings; *Southern California for Homeseeker, Tourist, and Invalid*, published by the Bureau of Information, Los Angeles; and *A Pacific Coast Scenic Tour*, by Henry T. Finck.

There is a very numerous list of books relating to travel in Colorado, New Mexico, California, the Pacific Northwest, the Yellowstone National Park, etc. Persons desirous of gaining information relative to the ancient ruins in Colorado, New Mexico, Arizona, etc., will find maps and interesting papers by W. H. Jackson and W. H. Holmes in the *Tenth Annual Report* (Professor Hayden's) *of the United States Geological and Geographical Survey*, the volume for 1876. *The Seventh Annual United States Geological Report* (for 1873) and the *Smithsonian Institution Reports for 1854 and 1869* also contain articles upon the same subject. The most complete and exhaustive work upon California and the Pacific Coast is comprised in Hubert Howe Bancroft's series of volumes published by A. L. Bancroft & Co., of San Francisco.

The *Practical Guide to Yellowstone National Park*, by A. B. Guptill (illustrated and published by F. Jay Haynes, St. Paul, Minn.), will be found very useful. The *Grand*

Tour Guide to the Yellowstone National Park (published by W. C. Riley, St. Paul) is another work of the same character.

NOTE.— Some of the above publications can be found only in libraries.

Photographs.

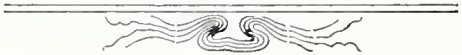
Jackson's photographic views of scenery in Colorado, New Mexico, etc., may be ordered of the W. H. Jackson Photograph Company, 1615 Arapahoe street, Denver, Col. Catalogues will be sent on application.

In San Francisco choice photographs may be obtained of I. W. Taber & Co., No. 121 Post street. Fine photographic views (large or small sizes) of California scenery may be had of Taber & Co.

W. H. Partridge, No. 2832 Washington street, Boston, has a large assortment of Alaska views. Catalogues will be sent on application. These views may be purchased at Sitka, and also views taken by Edward de Groff, a local photographer.

F. J. Haynes, of St. Paul, Minn., has made a specialty of photographing the geysers and other wonders of the Yellowstone National Park. His views are sold at the Mammoth Hot Springs, and also at No. 392 Jackson street, St. Paul, where tourists will be welcomed at all times. Catalogues will be sent from St. Paul on application.

Mayo & Weed, 332 Sixty-third street (Englewood), Chicago, have probably the best collection of photographs of Mexican life and scenery ever taken, and also many California and Alaska views.



A WINTER IN CALIFORNIA.

OUR twelfth annual series of winter excursions to the Pacific Coast, in special Pullman vestibuled trains, with dining cars, embraces nine tours, as follows: —

DATES OF LEAVING PHILADELPHIA.	DESTINATION.	DATES OF ARRIVAL.
No. 1, Thursday, November 16, 1893, *via* Chicago.	San Diego.	Saturday, November 25.
No. 2, Thursday, December 7, 1893, *via* Chicago.	San Diego.	Saturday, December 16.
No. 3, Wednesday, January 10, 1894, *via* New Orleans.	San Diego.	Tuesday January 23.
No. 4, Thursday, January 11, 1894, *via* Chicago.	San Diego.	Saturday, January 20.
No. 5, Tuesday, January 30, 1894, *via* New Orleans.	San Diego.	Tuesday, February 13.
No. 6, Tuesday, February 20, 1894, *via* New Orleans.	San Diego.	Tuesday, March 6.
No. 7, Thursday, February 22, 1894, *via* Chicago.	San Diego.	Saturday, March 3.
No. 8, Thursday, March 8, 1894, *via* Chicago.	San Diego.	Saturday, March 17.
No. 9, Wednesday, March 14, 1894, *via* New Orleans.	San Diego.	Tuesday, March 27.

A choice of three returning routes is given, and the return tickets may be used either independently or with any one of ten parties. Side trips to all of the principal points of interest in California are provided for, and hotel coupons will be furnished if desired.

THE HAWAIIAN ISLANDS.

OUR sixth annual trip to the Hawaiian Islands will take place in March, 1894, the party sailing from San Francisco. Five weeks are to be passed on the islands, and there will be excursions from Honolulu to the volcano of Kilauea, etc.

☞ Descriptive circulars, tickets, and all required information can be obtained of

RAYMOND & WHITCOMB, 111 South Ninth St. (under Continental Hotel), Philadelphia.

A SPRING TOUR TO ALASKA

In connection with a Journey through California and the Pacific Northwest, and a Week in the Yellowstone National Park.

OUR excursions across the continent in the spring of 1894 will, as in former years, include a comprehensive tour from the Atlantic to the Pacific by the Santa Fe route, thence through California and the Pacific Northwest to Alaska, and homeward *via* the Northern Pacific Railroad and the Yellowstone National Park. On the outward trip visits will be paid to the famous Royal Gorge, Manitou and Denver. In California there are to be sojourns at San Diego, Los Angeles, Santa Barbara, San Francisco, Monterey, San Jose, etc. Ample time is allowed for a side trip to the Yosemite Valley. Going northward from San Francisco, the party will journey through the picturesque Sacramento Valley, and thence through the Mount Shasta region. The Alaska voyage will be made to include all the wonderfully interesting points usually visited by tourists. This trip will take place in June, when the nights in the high northern latitudes are very brief, leaving long days of light, in which the magnificent scenery lining those vast stretches of inland waters can be seen to especial advantage. Victoria, the capital of British Columbia, will be included in the course of the steamer voyage, and also Tacoma, Seattle, and Port Townsend. Returning over the Northern Pacific Railroad, an entire week will be passed in inspecting the wonders of the Yellowstone region. The subsequent points touched are Minneapolis, St. Paul, and Niagara Falls. This party will start from Philadelphia Monday, April 23. The tour covers 75 days.

A descriptive circular will be published early and sent on application.

RAYMOND & WHITCOMB, 111 South Ninth St. (under Continental Hotel), Philadelphia.

COLORADO, CALIFORNIA, THE PACIFIC NORTHWEST AND THE YELLOWSTONE NATIONAL PARK.

In connection with the party mentioned on the last page our eleventh annual excursion, over the same route to and through California, and thence through Oregon, the Puget Sound country (omitting Alaska), Washington, Idaho, Montana, the Yellowstone National Park, North Dakota, etc., will start from the East. The date is April 23. This tour embraces 68 days.

COLORADO, NEW MEXICO, CALIFORNIA AND UTAH.

In addition to the two excursions just outlined, there will be the customary spring tour through Kansas, New Mexico, Arizona, and California, with a homeward journey over the Denver & Rio Grande route *via* Salt Lake City, Glenwood Springs, the Royal Gorge, Manitou, and Denver. This party also will leave Philadelphia April 23, and will be gone 62 days.

ALASKA VIA THE CANADIAN PACIFIC ROUTE.

Two attractive tours for the summer of 1894 have been arranged, with Alaska as the objective point. There will be a journey over the entire length of the picturesque Canadian Pacific Railway, and, after the matchless voyage to Alaska and back, a return trip over the no less interesting Northern Pacific route, with a divergence of a week through the Yellowstone National Park.

Descriptive circulars will be published early, and sent on application.

RAYMOND & WHITCOMB, 111 South Ninth St. (under Continental Hotel), Philadelphia.

LIST OF RAYMOND & WHITCOMB'S OFFICES.

PHILADELPHIA OFFICE, 111 South Ninth Street, under Continental Hotel.

Boston Office: 296 Washington Street, opposite School Street, Raymond & Whitcomb.

New York Office: No. 31 East Fourteenth Street, corner Union Square, Raymond & Whitcomb.

Chicago Office: 103 South Clark Street, corner Washington Street, E. H. Hughes, Agent.

AGENTS ON THE PACIFIC COAST.

For Southern California: Charles C. Harding, Agent, 138 South Spring Street, Los Angeles, previous to December 15; The Raymond, East Pasadena, Cal., December 15 to April 15.

San Diego Office: Hotel del Coronado, Edward T. Ryder, Agent.

Los Angeles Office: 138 South Spring Street, Raymond & Whitcomb, F. W. Thompson, Agent.

San Francisco Offices: Room 88, Crocker Building, opposite Palace Hotel, Carroll Hutchins, Agent (during Winter and Spring); and also 36 Montgomery Street (corner Sutter Street), Clinton Jones, Agent.

Portland (Or.) Office: 121 First Street, corner Washington Street, A. D. Charlton, Agent.

AGENTS IN EUROPE.

We have recently completed arrangements whereby persons in Europe can join any of our American tourist parties, and be supplied with tickets inclusive of all incidental expenses from their point of departure. Our representatives abroad are the Compagnie Internationale de Voyages, 25 Rue de la Paix, Paris, and the agents of the Compagnie Internationale des Wagons Lits et des Grands Express Européens, under whose direction sleeping cars and dining and restaurant cars are run over all the important railway lines throughout Europe. All required information may be obtained at any of the agencies of the company, where tickets and sleeping car berths for the European journey, steamship accommodations, etc., may also be secured.

Persons residing in America, and having friends abroad who are likely to be interested in these excursions, are requested to send addresses to us, in order that descriptive circulars and other information may be forwarded.

List of Foreign Agencies.

Paris.—Compagnie Internationale de Voyages, 25 Rue de la Paix; also, the offices of the Compagnie Internationale des Wagons Lits et des Grands Express Européens, 3 Place de l'Opera, Ticket Office of Hotel Terminus, Ticket Office at the Gare du Nord, and the Bureau of the Chief Inspector of the Service, 46 Rue des Mathurins.

London.—122 Pall Mall, S. W., Henry M. Snow, London Manager of the International Sleeping-Car and European Express Trains Company. Branch Office, 5 Gracechurch Street, E. C.

Vienna.—15 Karnthner Ring.

Berlin.—69 Unter den Linden.

Rome.—31 and 32 Via Condotti.

ALGERIA.

Algiers.—Office of the Compagnie Generale Transatlantique.
Oran.—Office of the Compagnie Generale Transatlantique.
Tunis.—Office of the Compagnie Generale Transatlantique.

AUSTRIA-HUNGARY.

Agram.—Ticket Office of the Hungarian State Railways.
Brasso.—Henri Aronsohm, Chief of the Bureau des Voyagers, Hungarian State Railways.
Budapest.—Schenker & Company, 2 Waggasse (Grand Hotel Hungaria); and M. Schwimmer, official agent of the Hungarian State Railways.
Carlsbad (Bohemia). Rudolph Mayer, Bureau des Voyagers.
Clousembourg.—Bureau des Voyagers, Hungarian State Railways.
Herculesbad.—Office of Direction of the baths.
Marienbad (Bohemia).—Stingl & Stern.
Prague (Bohemia).—Schenker & Company, 21 Heuwags-platz.

BELGIUM.

Brussels.—Hotel de Belle-Vue.
Liege.—M. Crahay, Rue de l'Université.

BULGARIA.

Sofia.—Schenker & Company.

ENGLAND.

Bedford.—Augustus Hill, High street.
Birmingham.—W. H. Hayward, 42 Union Passage.
Blackburn.—H. Hayhurst, 18 King street.
Brighton.—W. Hudson, Terminus Gates.
Carlisle.—J. H. Pearson, Old Post Office court.
Cheltenham.—S. M. Cornelius, 26, A, Promenade Villas.
Chesterfield.—W. H. Edmunds, *Derbyshire Times* office.
Dartmouth.—Fox, Sons & Co.
Dewsbury.—H. W. Finlayson, 14 Bond street.
Falmouth.—W. & E. C. Carne.
Gateshead-on-Tyne.—W. J. Johnson, 96 High street.
Harrowgate.—Johnson Brothers, 8 Beulah Arcade.
Harwich.—Groom & Son.
Huddersfield.—Lockwood, 2 St. George's street.
Hull.—J. Cowley & Co., opposite the Infirmary.
Keighley.—Ralph Singleton, North street.
Liverpool.—Escombe Brothers & Co., 14 Water street.
Manchester.—Escombe Brothers & Co., 88 King street.
Mansfield.—J. H Tomlinson, 7 Kirkgate.
Newark.—J. King, 10 Leeming street.
Newcastle-on-Tyne.—Johnson & Co., 32 Blackett street.
Penzance.—G. P. A. Robinson, Savings Bank Building, Parade street.
Plymouth.—Fox, Sons & Co., Hoegate.
Portsmouth.—R. W. Beale, 71 High street.
Preston.—J. Frame, 48 Fishergate.
Southampton.—Escombe Brothers & Co., Queen's Terrace.
Warwick.—H. T. Cook & Son, 9 High street.
Worcester.—Griffiths & Millington, 50 Foregate.
York.—R. B. Mills, 6 Stonegate.

FRANCE.

Aix les Bains.—M. Mermoz, Place du Revard.
Bagneres de Luchon.—M. Lafont, library, 61, Allée d'Etigny.
Biarritz.—M. Delvaille, Place de la Mairie.
Bordeaux.—Office of the Compagnie des Chemins de Fer du Midi, 10 Cours du 30th Juillet.
Calais.—Railway station on the Pier (Gare Maritime); and 15 Rue de l'Etoile.
Cannes.—63 Rue d'Antibes.
Cauterets.—8 Avenue du Mamelon Vert.
Chalons-sur-Marne.—14 Rue de Marne (office of Chemins de Fer de l'Est).
Clermont-Ferrand.—At the Railway station.
Havre.—M. R. Odinet, armateur, 4 and 14, Rue Ed. Larue.
Hendaye.—At the Railway station.
Hyeres.—Messrs. Truc & Fugairon, 6 Avenue Alphonse Denis.
Luchon.—M. Lafont, library, 61 Allée d'Etigny.
Lyons.—Grand Hotel Collet.
Marseilles.—12 Rue de la Republique; and the Railway station.
Mentone.—M. Massiera, 14 avenue Victor Hugo.
Monte Carlo (Monaco),—Hotel de Paris.
Nancy.—31 Rue Gambetta (Compagnie Chemins de Fer de l'Est).
Nice.—2 Quai Massena.
Pau.—M. Malan, 20 Rue Latapie.
Royat.—M. Carreau, Bureau de Renseignements, Parc de Royat.

GERMANY.

Cologne.—No. 8 Domhof.
Frankfort-on-the-Main.—Messrs. Schöttenfels & Company.
Hamburg.—Hamburger. Hof, 6 Grosse Bleichen.
Homburg.—Messrs. Schöttenfels & Company.
Lemberg.—Office of the Carl-Ludwigsbahn.
Munich.—Messrs. Schenker & Company, 44 Neuhauserstrasse; and at the Central Railway station.
Neustrelitz.—2 Bahnhofstrasse.
Strasburg.—At the Railway station.

GREECE.

Corfu.—Gazzi Freres, Grand Hotel d'Angleterre et Belle-Venise.

HOLLAND.

Vlissingen (Flushing).—At the Railway station on the Pier.

ITALY.

Bordighera.—Banque Anglo-Ligurienne, Rue Victor Emmanuel.
Brindisi.—Office of the Compagnie Peninsulare Orientale.
Florence.—Office at the Railway station.
Genoa.—Gondrand Freres, at the Railway station.
Messina (Sicily).—Orlandi, Bonfiglio & Company.
Milan.—Gondrand Freres, 24 Galerie Victor Emmanuel.
Naples.—M. Grimaldi, Santa Brigida; and at the Railway station.
San Remo.—M. Benecke, 15 Rue Victor Emmanuel.
Turin.—At the Railway station.
Venice.—At the Railway station.
Ventimiglia.—M. Massiera, Place de la Gare.

IRELAND.

Belfast.—Henry Gowan, 13 Victoria street.
Cork.—Wells & Holohan.
Dublin.—Wells & Holohan, 6 Eden Quay.
Londonderry.—W. Montgomery, Water street.
Waterford.—Wells & Holohan.

PORTUGAL.

Lisbon.— Rua do Principe; and at the Railway station.
Oporto.— M. Falcao, city railway ticket office, 100 Rua Sa da Bandiera; and at the Railway station.

ROUMANIA.

Bucharest.— Grand Hotel du Boulevard; city railway ticket office; and Gare du Nord.
Galatz.— Grand Hotel Metropole.
Jassy.— Grand Hotel Trajan.

RUSSIA.

Graniza.— Messrs. Reicher & Company.
Moscow.— Maison Aschischoff, Boulevard Strastnoy.
St. Petersburg.— 7 Grand Morskaia.
Varsovie.— 13 Rue Santa-Kryska; and at the Railway station.
Wirballen.— At the Railway station.

SCOTLAND.

Aberdeen.— P. Davidson, 2 Correction Wynd.
Ayr.— Alex. Ferguson, 18 High street.
Dumfries.— Currie & Co., 130 High street.
Dundee.— P. Fleming, 44 High street.
Edinburgh.— J. & H. Lindsay, 7 Waterloo place.
Galloway.— Currie & Co., Dumfries.
Glasgow.— Escombe Brothers & Co., 51 St. Vincent street.
Greenock.— T. C. Hunter & Co., 13 Hamilton street.
Inverness.— Grant & Co., 21 Inglis street.
Stirling.— John Allan, 12 Murray place.

SERVIA.

Belgrade.— St. Georges Petrobits, Chief of the city railway ticket office.

SPAIN.

Barcelona.— Hotel des Quatre Nations.
Irun.— At the Railway station.
Madrid.— 1 Puerta del Sol.
Seville.— Grand Hotel de Madrid.

SWITZERLAND.

Basle.— Opposite the Railway station, No. 19.
Geneva.— 28 Grand Quai; and at the Railway station.
Lausanne.— M. M. Ruffieux & Ruchonnet, 14 Place St. François.
Montreux.— M. M. Ruffieux & Ruchonnet, Avenue du Kursaal.
Zermatt.—M. M. Ruffieux & Ruchonnet, à coté de la Poste.
Zurich.— Messrs. Hirschkorn & Grob, bankers, at the Railway station.

TURKEY.

Constantinople.— 130 Grand Rue de Pera.
Salonique.— M. Theodore Chavanis.

WALES.

Cardiff.— S. J. Davies, 9 Edward Place, Queen street.
Swansea.— T. R. W. Mason & Co.

THE CATHEDRAL, CITY OF MEXICO.